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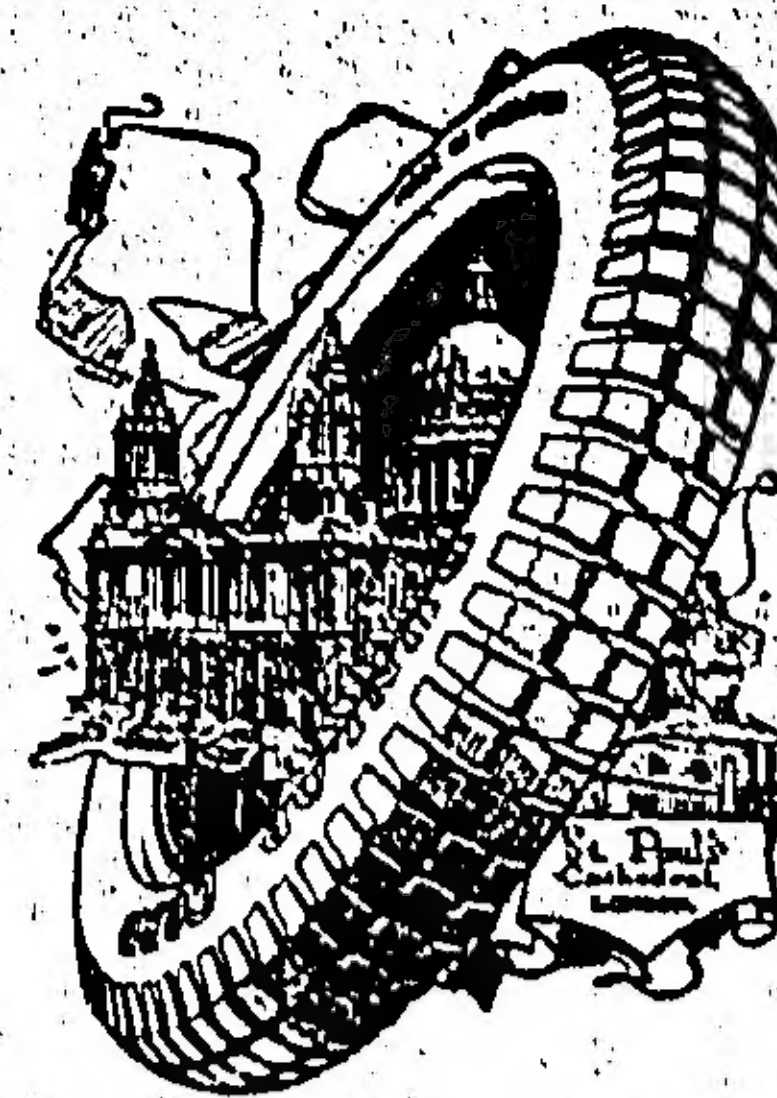
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The

# Hongkong Telegraph.

Dollar on Demand.—1/3 9/16d.  
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High Water.—1.33 p.m.  
Low Water.—8.01 p.m.



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## MARTIAL LAW AT PESHAWAR.

CHIEF COMMISSIONER  
TO ADMINISTER.

CONTINUOUS ACTION BY THE  
AIR FORCE.

### HEAVY CASUALTIES.

The grave situation which has developed on the North West Frontier of India has resulted in martial law being declared in Peshawar and surrounding district. The law will be administered by the Chief Commissioner and not the Commander of the Northern Army. Meanwhile continuous action is being taken against the tribesmen by the Royal Air Force.

Simla, Aug. 15.

Martial law has been proclaimed at Peshawar and also in the surrounding districts.—*Reuter*.

### Viceroy Explains.

In a personal explanatory statement regarding the proclamation of martial law at Peshawar, the Viceroy of India says that while the Ordinance empowers the Commander of the Northern Army to administer it, that officer intends immediately to delegate his powers to the Chief Commissioner.

The Viceroy states that he has taken this step on representations made by the local civil and military authorities.

The Ordinance provides for the institution of special Courts, but the Viceroy earnestly hopes that these will prove unnecessary and that it will soon be possible to withdraw the Ordinance.—*Reuter*.

### Air Force in Action.

Two squadrons of the Royal Air Force yesterday engaged in offensive operations which are being carried out continuously against the hostile Afridi lashkar in the caves on the edge of Kajuri Plain and against selected areas in the Basra Valley.

Aircraft also co-operated with cavalry in sweeping operations to the south of Peshawar. It is reported that the number of tribesmen in the caves and in the surrounding district generally has been much reduced.

Air action was also carried out on Tuesday and Wednesday in the Upper Kurram district against the Masozai and Orakzai sections. Heavy casualties were inflicted and the attackers on the Kurram posts and villages withdrew.—*Reuter*.

### Penalties Detailed.

The Ordinance proclaiming martial law provides that anyone communicating with the enemy or hampering the operations of the Government forces shall commit an offence under the Indian Penal Code, while anyone harbouring or protecting the enemy will be punished with rigorous imprisonment up to a decade, or a fine, or both.—*Reuter*.

### Grave Situation.

Simla, Aug. 15.  
One British and three Indian battalions are being precautionarily moved up from Jhansi to Rawalpindi, south-east of Peshawar.

An official communique describes the situation as one of considerable gravity and danger. It says the raiders, profiting by the high crops, elude the military forces. Their total strength is now about 1,200, moving rapidly in small gangs about the ravines and walled gardens.

Military action is being taken, but is difficult while the crops are high.

The raiders are undoubtedly receiving food and shelter from the villagers, who will join them whenever there is a prospect of loot. There is a prospect of loot in the Peshawar and Kohat district are in ample strength, and are fully prepared for all eventualities.—*Reuter*.

### RECALLED TO TURKEY.

Teheran, Aug. 15.  
Memdouchak Bey, the Turkish Ambassador here, has been recalled to Turkey.—*Reuter*.

## FINAL TEST AT THE OVAL.

DECIDING GAME STARTING  
THIS MORNING.

### PLAY TO A FINISH.

The fifth and final Test match between England and Australia is starting to-day at the Oval, this being a change from the practice in the first four Test matches which all began on a Friday. To-day's match is being played to a finish in order to decide the rubber, whereas the first four matches were limited to four days. This provision was first made in 1926.

Up to the time of going to press no news had been received from London regarding the team to represent England in the weather conditions in London. It is to be presumed, therefore, that the final selection of the men to represent England will not be made until this morning. Neither is there any indication of weather conditions, none of the county matches ending yesterday being played in London.

It is now revealed that a determined movement was started in England a little over a week ago for the removal of Mr. A. P. F. Chapman from the captaincy. The movement started in the north of England, it being suggested that it would be a fitting compliment to Hobbs, who will probably play today in his last Test match, to captain England on his County's own ground.

The change in captaincy announced this week confirmed rumours which were current in London on August 7 that Mr. Wyatt, the Warwickshire captain, might lead the English team.

In to-day's match play begins at 11.30 and on the following days at 12 a.m. Stumps are drawn at 6.30 p.m. and a lunch interval is taken from 1.30 to 2.15 and a tea interval from 4.30 to 4.45. In the event of there being no break of play during the afternoon and eight wickets down at 4.30, a tea interval is taken, but should nine wickets be taken, play continues until 5 o'clock and if the last wicket has not fallen then, the tea interval is taken.

## RELIGIONS WORKING FOR PEACE.

### WORLD CONFERENCE TO BE HELD.

Berne, Aug. 15.  
A world Conference of Religions, for the furtherance of peace, is to be held at Washington in November, 1931 in connexion with the George Washington Bicentenary.

The Conference is being planned by the Executive Committee of the Universal Congress of Religious Forces for Peace, which concluded its sessions here to-day. There were sixty delegates, including Christians, Jews, Moslems, Hindus and Buddhists, and the speakers included Mr. Tomomatsu, representing Baron Sakutani.—*Reuter*.

## BISHOP SENT TO PRISON.

### DENOUNCED FOR INFRINGING PROHIBITION.

New York, Aug. 15.  
Bishop Mrzena of the Czechoslovakian Orthodox Catholic Church, who was found guilty of conspiring to violate the Prohibition law by diverting sacramental wine to bootleg channels, has been sentenced to a year's imprisonment.

The Judge, who sat up half the night considering the case, scathingly denounced the accused for debauching his priests.—*Reuter's American Service*.

## AMERICA'S FOREIGN TRADE.

### LOWEST IN JULY FOR TEN YEARS.

New York, Aug. 15.  
American foreign trade for July was the lowest for nearly a decade. The Commerce Department states that the exports for July were \$2,269,000,000 and the imports \$2,219,000,000, the decrease in each case being over 30 per cent. compared with July of last year.—*Reuter's American Service*.

## FALL OF TSINAN DESCRIBED.

AERIAL RAIDS PROVE  
EFFECTIVE.

KWANGTUNG TROOPS FIRST  
TO ENTER CITY.

### HEAVY SLAUGHTER.

Nanking, Aug. 15.

Marshal Chiang Kai-shek's official report concerning the Nationalist occupation of Tsinanfu was received by the Nanking Government at 10 o'clock this morning and caused great jubilation. The Chairman of the five Government Councils at once sent an official telegram congratulating the Nanking Commander-in-Chief on the splendid services of the Nationalist troops which occupied Tsinanfu after a fierce aerial bombardment.

The Nanking aeroplanes commenced their bombardment yesterday morning when no fewer than ten Nanking bombing planes manoeuvred around the city dropping bombs.

### Buildings Wrecked.

The Shantung Provincial Government Office was wrecked by three bombs which hit the building. The Shansi troops stationed at the railway stations of the Tsinanfu-Kiaochow and Tientsin-Pukow Railway at Tsinanfu were killed.

## AMERICAN MUNITIONS FOR CHINA.

Release Refused by State  
Department.

### AUTHORITY REQUIRED.

Washington, Aug. 15.

The State Department has declined to accede to the request of the Dupont Denemours powder interests to release a consignment of munitions for the Chinese Nationalist Government which is due for shipment to China on August 16.

It is stated that the State Department will not release the munitions until the Chinese Legation in Washington has intimated that the Nationalist Government desired the shipment cleared.—*Reuter's American Service*.

panic-stricken when the stations were wrecked by bombs. Over fifty Shansi soldiers were killed outright at the Tsinanfu-Kiaochow Railway Station.

General Li Sang-tat, the Shansi garrison commander who directed the battle at Kiehshow, returned with his defeated forces and reported that for five days and nights he defended Kiehshow, fighting under great odds on account of the numerical advantage and superiority of the Nationalist arms and ammunition.

### Trenches Flooded.

General Li said that the Shansi trenches were unfortunately flooded yesterday morning, with the result that an order for a general retirement was announced. The Shansi commander attributed the cause of the Nationalist victory to the heavy rains which forced the Shansi defenders to abandon their trenches and defence works.

The morale of the Shansi troops was bad and during their hurried retirement the Nationalist troops took the risk of following the retreating forces, slaughtering over 2,000 Shansi troops.

### A Sweeping Victory.

A significant factor regarding the capture of Tsinanfu is the fact that the 61st Kwangtung Division, sent recently to Nanking to reinforce Marshal Chiang Kai-shek, claimed to be the first to enter the city. General Chiang Kwang-nai reported that he captured ten guns and twenty armoured motor cars and one thousand rifles from the fleeing Shansi troops. The 61st Kwangtung Division comprises picked troops trained by

## ROUGHER WEATHER FOR R100.

COMPELLED TO SLOW DOWN  
HER SPEED.

### NO BACON AND EGGS!

London, Aug. 15.

Reuter's correspondent aboard the airship R100, now on her way across the Atlantic from Canada, reports that after several hours of buffeting by a strong "north-easter" and heavy rain during the night, the airship is progressing well in clear skies, aided by a south-westerly gale.

She expects to reach Cardington early to-morrow. Despite heavy winds and frequent changes of altitude, she remains very steady.

There were no bacon and eggs or coffee for breakfast this morning, owing to rain which collected in the reservoir for refilling the ballast tanks having leaked to the kitchen, this putting the electric cooker out of action.

The airship was, at three o'clock this afternoon (Greenwich Mean Time) two-thirds of the way across the Atlantic. A message received at the Air Ministry from the steamer Cameronia at that time reported the airship to be seventy miles south-west of 53 degrees 58 minutes North, 27 degrees 7 minutes West.

The Air Ministry now reports less favourable conditions from the Atlantic. A depression in mid-Atlantic is moving east-north-east and is expected to grow deeper. The weather is generally unsettled. Winds are from a westerly point south of Latitude 50 degrees, but more variable further north.

Half the journey across the Atlantic, according to messages from the airship, was exceptionally tranquil. A great feature was the wonderful smoothness of progression, passengers having none of the discomforts associated with the sea. The only adverse condition was heavy rainfall which the airship encountered from midnight onwards, which caused her to slow down to a speed of 39 miles per hour. She was not therefore making such good progress as in the earlier stages of the flight.—*Reuter and British Wireless*.

## RUSSIAN LADY NOT TO STAY IN U.S.

### CLAIMS TO BE DAUGHTER OF THE CZAR.

New York, Aug. 15.

The Commissioner of Immigration has announced his intention of deporting Madame "Anastasia" Tehnikovsky, who claims to be a daughter of Czar Nicholas II. She says she escaped during the massacre of the Czar's family. Her permit to remain in the United States expired last week.—*Reuter's American Service*.

## LORD BIRKENHEAD'S CONDITION.

### AN INCREASE IN STRENGTH REPORTED.

London, Aug. 15.

A bulletin states that Lord Birkenhead had a fair night. As a result of blood transfusion, which took place yesterday, there is an increase in his general strength. The chest condition remains satisfactory.—*British Wireless*.

## AMERICAN BASEBALL RESULTS.

### CINCINNATI GO DOWN TO NEW YORK.

New York, Aug. 15.

The following are the results of the baseball matches played in the National League to-day:  
Pittsburgh 5 Philadelphia 7  
Pittsburgh 3 Philadelphia 2  
Cincinnati 0 New York 5  
St. Louis 8 Boston 4  
Chicago 4 Brooklyn 3  
—*Reuter's American Service*.

### FAIR TO SHOWERY.

The local weather forecast to noon to-morrow is: South-east winds, moderate; fair to showery.

## DOUBLE CENTURY FOR WHYSALL.

TEST POSSIBLES IN  
FINE FORM.

HANTS. BEAT MIDDLESEX BY  
ONE WICKET.

### COUNTY MATCHES.

London, Aug. 15.

Two of the probable Test players, Whysall and Sutcliffe, put up fine batting performances in their respective County matches, the former scoring 248 against the bowling of Northants and Sutcliffe making 132 not out against Glamorgan. There were no especially good performances by the Test Bowlers other than those reported yesterday. Freeman, of Kent, had the distinction of taking all ten Essex wickets.

### Results at a Glance.

Kent won by 277 runs against Essex at Southend.

Nottinghamshire won on the first innings v. Northants at Nottingham.

Yorkshire won on the first innings against Glamorgan at Sheffield.

Somerset beat Warwickshire by five wickets at Weston-super-Mare.

Hampshire won by one wicket against Middlesex at Southampton.

### The Honours List.

The principal batting and bowling performances during the matches ending to-day are set out below:

Batting.	
Whysall (Notts.)	248
Crawley (Kent)	175
Bates (Glamorgan)	146
Sutcliffe (Yorkshire)	132*
Holmes (Yorkshire)	130
Bakewell (Northants)	105
Cox (Northants)	104
* Not out.	

Bowling.	
Freeman (Kent)	10 for 53
Nicholls (Essex)	6 for 41
Barnes (Essex)	4 for 32
Robertson-Glasgow (Som.)	5 for 36
Mayer (Warwick)	5 for 37
Kennedy (Hampshire)	5 for 38
Halg (Middlesex)	4 for 60

### Kent v. Essex.

Fine batting by Crawley in Kent's second innings contributed largely towards the downfall of Essex. Kent batted first, but they could do little with the bowling and the team was dismissed for 122. Barnes taking five for 66 and Nicholls four for 34. When Essex went in Freeman had the distinction of taking all ten wickets for 53 runs. The team was sent back for a total of 145.

Going in again, Kent did much better. A. M. Crawley played a fine innings for 175 before he lost this wicket and the Kent captain declared with the score at 422 for nine. Essex failed to get anywhere near their opponent's total, being dismissed for 122. Freeman took six wickets for 41 runs, his average for the match being sixteen for 94 runs.

### Notts. v. Northants.

There was high scoring in the match at Nottingham when Northants batted first and made 406. There were two centuries, Bakewell making 105 and Cox 104. Nottinghamshire, however, did even better, thanks to the fine batting of Whysall who made 248 before he was dismissed, the team's total being 484. Northants made 128 for two wickets in the second innings, Bakewell scoring 76.

### Yorkshire v. Glamorgan.

The famous Yorkshire partnership, Holmes and Sutcliffe, was seen in action again at Sheffield where Yorkshire secured a first innings victory. Glamorgan batted first and made 209. Yorkshire adopted a bold policy after their opening batsmen had made a fine stand and declared at 284 for three wickets. Holmes had been dismissed for 130 but Sutcliffe was still undefeated with 132 runs to his credit. In their second innings however, Glamorgan piled up 332 for five wickets before they declared, Bates making 146. (Continued on Page 12.)

## Bulls and Innings

From the Office Butts.

Golfers and motorists seldom know where they're going when they're learning to drive! This is the time of the year when our amateur gardeners find out whether the lettuce they planted is rhubarb or sweet peas.

Firemen in an Illinois town have been instructed to answer every call of a woman's prison in England has a mirror in it. The prisoners, you see, are locked up and left to their own reflections.

The way some people speak only goes to prove that they're not so valuable as voluble. These motor-cycle speedsters are always courting trouble and troubling the Court.

The fact Kingsford-Smith plans to get married soon suggests that he, like Lindbergh, wants to put on heirs. We've come to the conclusion that the mosquito was discovered by the man who was discovered by the mosquito.

In these hot days, even men of integrity are seen in shady places. Heard at Castle Peak:—"How are you peeling to-day?"

Lots of Hongkong people have an overdrawn look nowadays. Radio Reactions:—"Say, bo, you certainly said a microphone-"

Owing to the failure of the "floats" once set adrift by the Sanitary Dept. to indicate which way the rubbish travelled, it is now proposed that others be released, each carrying an official minute. He should have stayed from the Dept. concerned. We down for the count the first time.

Understanding that the Cheung Chau Residents' Association has offered hospitality to such officials, upon arrival, providing they can be identified. Judging from the number of hauls made by Revenue Officers, this seems to be the height of the seizin'.

The man who marries for a mate, often gets a skipper. We see lots of girls and police on the bathing beaches these days.

Space may have no limits, but have you ever seen a woman trying to park her car in Pedder Street? We hear of a man who is quite prepared to divorce his wife on condition that he has custody of the cook-boy.

Some people can spend a more enjoyable vacation alone because there is nobody around to listen to their symptoms. These days you're likely to get a sudden shock when any account is over-charged!

The Australian bowlers seem to have been trained Down Under to send down overs! One advantage of long engagements is that they shorten married life. The worst thing about most concerts is that the vocalists don't practice what they screech.

With the announcement that intelligence tests were given cats at Columbia University and that music classes were started there for children under five, speculation is aroused as to whether the institution has become nursery, managerie or both.

To-day currency has to be elastic to go around a large family. A bath by any other name would be perhaps as sweet; Though if it is a Shanghai bath, it may not look as neat.

As one with marble mouldings, Like the Romans' had of yore, And may involve some foldings Of your legs till they are sore. But why the name of "Shanghai bath?"

Ah! that's a different rub, For in the North they soup and "lath." And call it Sochow tub. We don't know why they won't admit. This mode is their invention; Unless they're too stuck up to sit.

In postures causing tension. It may be that the "Shanghai Mind." Takes quite a lot of squashing, And though at times a bit confined, Just thinks tubs wrong for washing!

Some of these bathing picnics appear to be dis-card parties. The home nowadays is the place you go to from the garage.

Perhaps those fish which bunged up the North Point Generating Station on Tuesday night were electric eels.

Safed a halfwitted youth from Pierre, "Can a man see the roots of his herre?" His brother, as silly, Cried, "Sure he can, Willie, Provided he stands 'on a cherre!"

There is no truth in the rumour that, in view of the low dollar, tea-poons will be issued with each whisky at this year's St. Andrew's Ball.

"Anxious."—It is generally accepted that Hongkong's summer flies is an electric flip. This ends when the smell of the mothball should show them warts' swat!

No doubt, if "pistols (or rapiers) for two and coffee for one" became a rule locally, there would be less fencing with words!

Yeth, it lookt like they with to Lambeth the Bithop.

In the air manoeuvres over England, could one term the flight of a Red plane a bolt from the Blue?



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## THE LOK MA CHAU TRAGEDY.

NATIVE CONTINGENT SEIZED  
WITH PANIC.

### INQUIRY EVIDENCE.

The Coroner's inquiry into the Lok Ma Chau Police tragedy on July 21, which resulted in three deaths, including that of Mrs. D. W. Madgwick, wife of the officer in charge of the Station, entered upon its closing stages at the Central Magistracy yesterday afternoon.

Ng Koon, Police seaman No. 167, attached to the Lok Ma Chau Station, stated: I was on reserve duty on July 21 at the Station.

At 5 p.m. I was cooking rice in the cookhouse, situated to one side of the Station compound, when I heard two shots in the direction of the back of the cookhouse. I looked through a window, but did not realise then what was happening.

Running towards the door of the cookhouse, I looked into the compound and saw the Indian Station guard running across the compound. I followed him into the Station. He was still ahead of me when he rushed through the passage, passed the charge room and then went straight through to the front verandah, where he rang the alarm bell. After that he ran into his quarters on my right and I ran into my room.

The Coroner: Why were you in such a panic?

Witness: I had no idea of what was happening. Seeing him run, I ran too. I never had such an experience before.

The only thing you heard was two shots, nothing else to get into such a panic?—That was because I saw the Station guard run.

Did you hear further shots after the first two?—I heard further shots later. I cannot say where they came from.

Before you ran into your room did you hear further shots?—I heard more shots before I ran into my room.

"I Was Shivering."

Did you shut yourself in your room?—Yes.

How many other people were there?—Three others. One was the cook employed by the Chinese constables, the second was a seaman, and the third was a station coolie.

How long were you there before you heard other shots?—I was shivering, had no conception of the number. I knew only that other shots were fired in rapid succession after I got there.

How long were these shots fired?—The first shot was fired at 5 p.m. The last shot was at 10 p.m.

Shots were still being fired at 10 p.m.?—Yes.

Replying to further questions by the Coroner, witness said nobody tried to get into the room where he was concealed with the other people. He heard no sound proceeding from upstairs the whole while he was in the room. On one occasion, between 5.15 and 5.20, he heard the telephone bell ring. He could not say whether the last shot he heard at 10 p.m. came from the Station itself.

Mr. T. H. King (for the Police): I would like to clear up one point. You say you ran out of the cookhouse and saw the Station guard in the compound. Now, I want to know who got to the three stone steps leading into the charge room first, you or the Station guard?

Witness: The guard reached it first. I did not see him fire any shots before he sounded the alarm.

The Coroner: Had he got anything in his hand?—Witness: Yes. He had a bunch of keys in one hand. His revolver was in its holster.

Too Frightened to Notice.

Mr. King: After he switched on the alarm you saw him run into his barrack room. He did nothing else besides switching on the alarm and running into his quarters?—I did not see him doing anything else.



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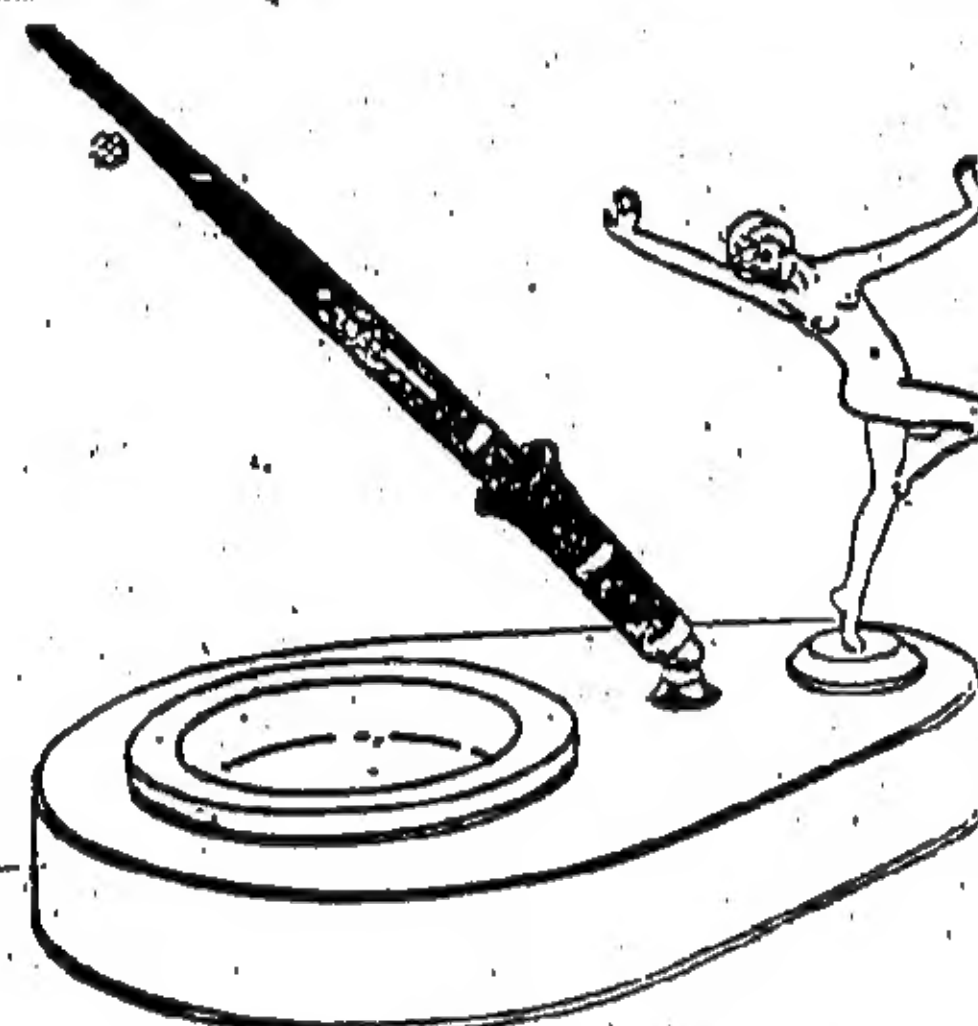
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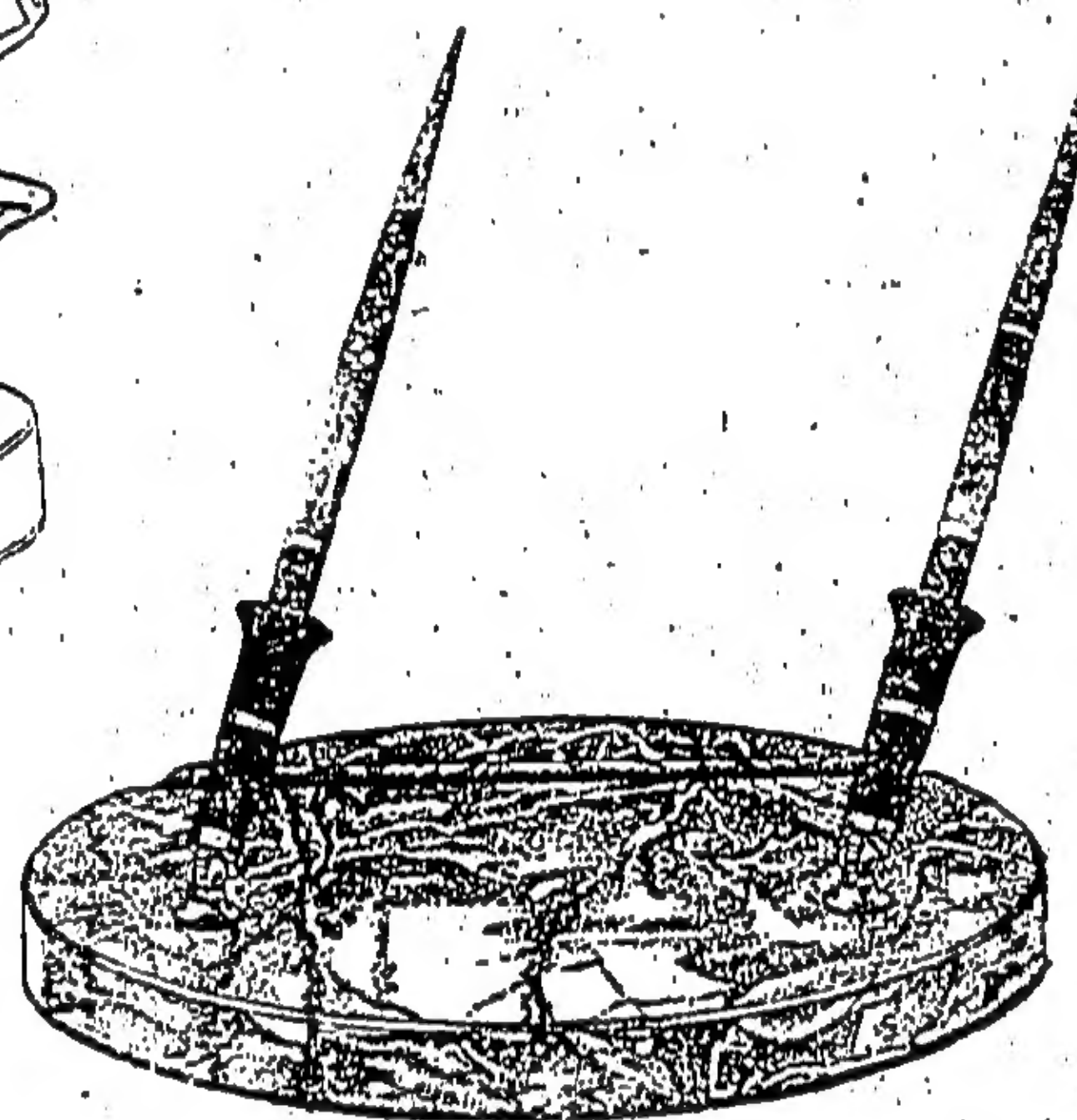
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ness heard many more shots fired from the direction of the station. The firing continued up to between 9 and 10 p.m. He could not say if they were fired inside or outside the station. No sound was heard from upstairs. The telephone bell rang about half-an-hour after the first two shots. Witness stayed in the quarters until the rescue party arrived. Questioned by the Foreman, witness said that on the alarm. (Continued on Page 10.)

## Nervous debility

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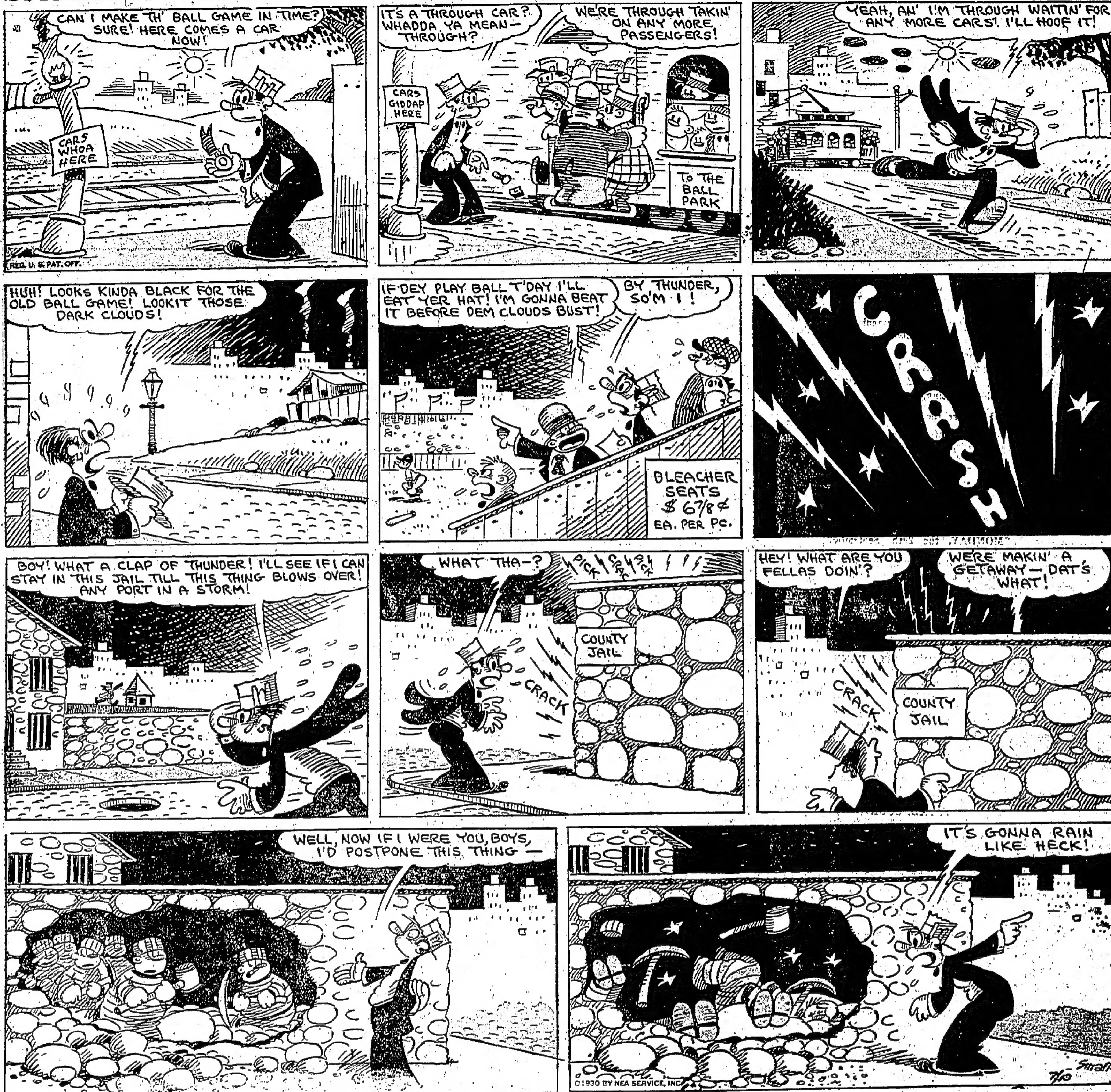
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LEATHER TRAY PURSE containing small sum of money and three keys. Finder please communicate with Box No. 701, "Hongkong Telegraph."

## WANTED.

LIGHTWEIGHT MOTOR CYCLE. Must be cheap exterior immaterial providing engine good. Write Box No. 702, "Hongkong Telegraph."

## SITUATIONS WANTED.

YOUNG MAN (British) seeks position as salesman, or in clerical capacity. Good references. Please communicate with Box No. 703, "Hongkong Telegraph."

STENOGRAPHER (lady) desires position in Hongkong, experience with filing systems. Write Box No. 704, "Hongkong Telegraph."

## MISCELLANEOUS.

"GRACE"—10, Queen's Road Central. Modern hygienic hairdressing service. Every implement thoroughly sterilized before use. Haircut and shave 75 cents. A trial will convince you.

## APARTMENTS TO LET.

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TO LET—From 1st September, furnished FLAT on May Road, four rooms, three bathrooms. Please write to Box No. 705, "Hongkong Telegraph."

TO LET—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

## New Advertisements.

## HONGKONG SHAREBROKERS' ASSOCIATION.

## NOTICE.

It is hereby announced that Monday, the 29th September, 1930, has been fixed by the Committee as the SETTLEMENT DAY for that month.

For the Hongkong Sharebrokers' Association,  
A. H. CARROLL,  
Chairman.

## ST. STEPHEN'S COLLEGE.

School re-opens, and New Students received, at Stanley on September 1st, at 9.30 a.m. For Prospectus, apply to Mr. Li Hoi Tung, Messrs Banker & Co., 4, Queen's Road, Central, or The Warden, St. Stephen's College, Stanley.

## HOLY GHOST SCHOOL.

(Sisters of the Immaculate Conception.)

Reopen September 2nd: Regular courses and private lessons: Chinese, English, French, piano, organ, violin, painting, etc.

## Boarders received.

94, Pak Mai Hong, Canton, near Cathedral.

## HONGKONG STOCK EXCHANGE.

## NOTICE.

It is hereby announced that MONDAY, the 29th September 1930, has been fixed by the Committee as the SETTLEMENT DAY for that month.

For the Hongkong Stock Exchange,  
JOSEPH GOULD,  
Chairman.

## THE NATIONAL CITY BANK OF NEW YORK.

## HONGKONG.

On and after 25th August, 1930, interest on Savings Accounts will be allowed at the rate of 2% per annum on minimum monthly balances not exceeding H\$10,000.

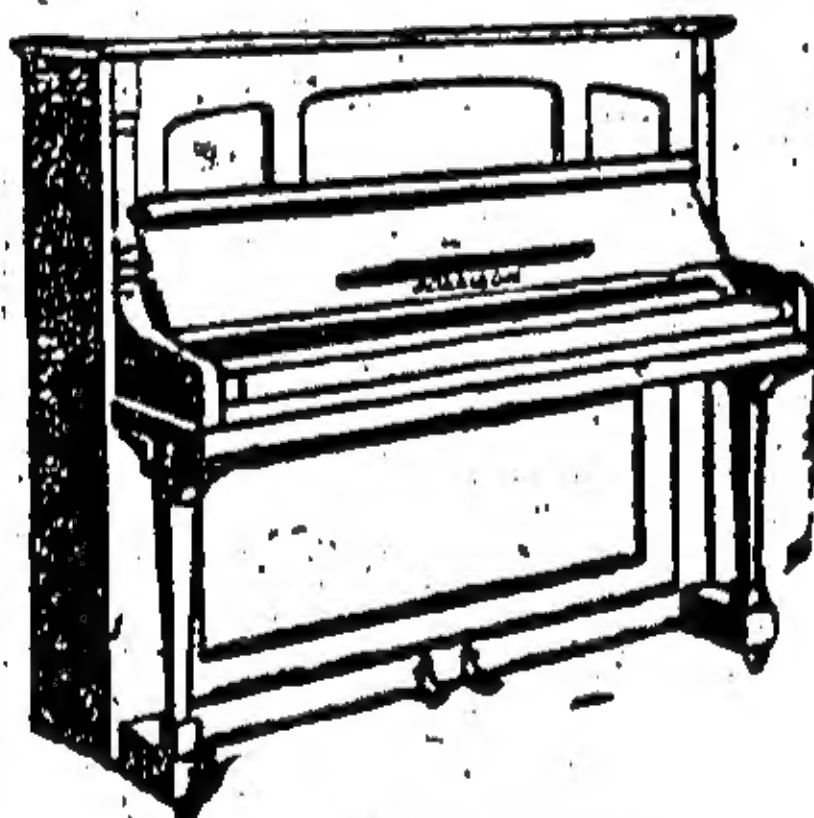
for The National City Bank of New York,  
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Hongkong August 12, 1930.

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## CHURCH NOTICES.

To-morrow the Ninth Sunday After Trinity.

## LOCAL SERVICES.

St. John's Cathedral, Hongkong, August 17th, 1930. Ninth Sunday after Trinity. Holy Communion 8 a.m. Parade Service 9.15 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. N. Evans. Holy Communion 12.15 p.m. Evensong 6 p.m. Preacher: Rev. W. W. Rogers.

Union Church, Kennedy Road, Hongkong. Sunday August 17th. Morning worship, 11 a.m. Evening worship, 6 p.m. Communion service, 7 p.m. Preacher, Rev. John Foster.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Soul." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass, U.S.A.

## G. S. R.

## NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 18th day of August, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown-Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
Lot No. 2174	Adjoining Eastern Island, Lot No. 1695, Prince Edward Road.	15,530	15,530	\$106	\$7,765

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## POST OFFICE NOTICE

## RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses, at the Radio Office. No charge is made for this.

## NEW POSTAGE RATES.

The following rates of postage are now being charged on letters (other than postcards) addressed to the following destinations:-

Destination	Rate of Postage
Places in the Colony	3 cents for each oz. or part of an oz.
United Kingdom and British Possessions and Protectorates	8 cents for each oz. or part of an oz.
Macao	4 cents for each oz. or part of an oz.
China proper, excluding Sinkiang, Mongolia and Tibet	4 cents for each oz. or part of an oz.
Foreign Countries generally	14 cents for the first oz. and 8 cents for each additional oz. or part of an oz.

The special rate of 2 cents per 4 ozs. on newspapers published in the Colony and addressed to Hongkong, United Kingdom, British Possessions and Protectorates, China and Macao has been abolished and the rate of 2 cents per 2 ozs. substituted therefor.

Circulars for addresses in the Colony or Wei Hai Wei, which are posted in batches of not less than ten of uniform size and weight, and which are posted by being delivered to an officer of the Post Office, are now charged postage at the rate of 2 cents for each 2 ozs. or part of 2 ozs. instead of 1 cent per 2 doz. as heretofore.

## INWARD MAILS.

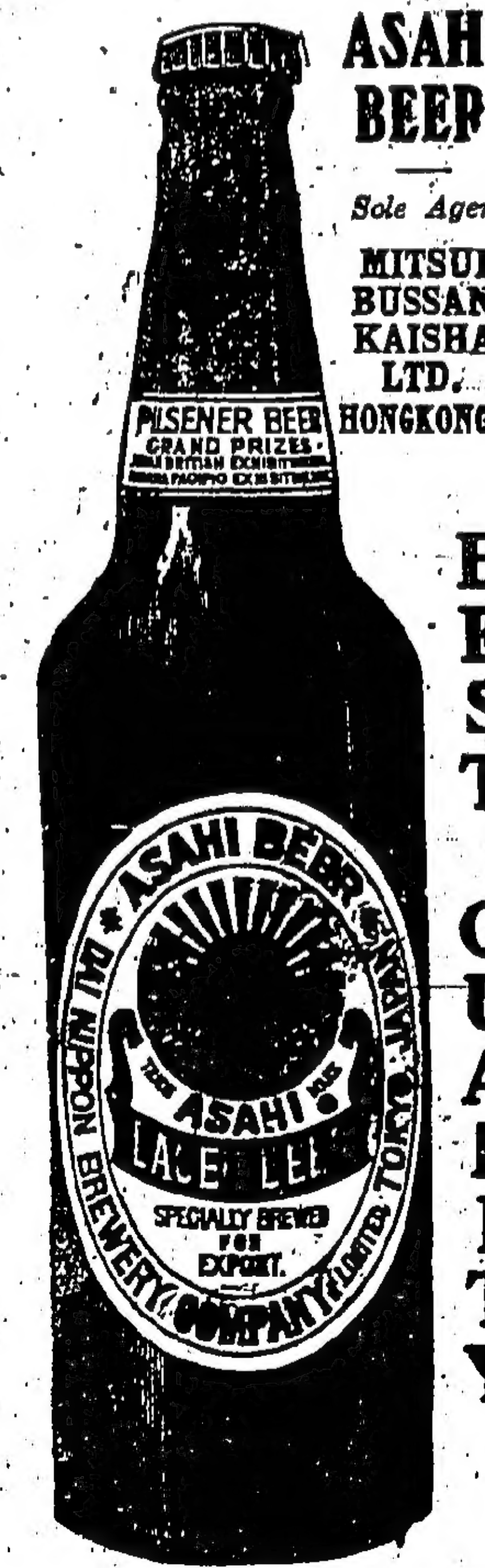
From	Per	Due
Shanghai and Europe via Siberia (London 24th July.)	Witram	August 16.
Shanghai and Swatow	Shantung	August 16.
Manila	Sauerland	August 16.
Shanghai	Tibbadak	August 17.
Calcutta and Straits	Eutaw	August 17.
Manila	Empress of Asia	August 17.
Japan	Pres. Grant	August 18.
Shanghai and Swatow	Kitano Maru	August 18.
Shanghai and Europe via Siberia (London 28th July.)	Tsinar	August 18.
Saigon	Duisburg	August 18.
Straits	Sphinx	August 18.
Australia and Manila	Van Heutz	August 19.
Batavia	Tango Maru	August 19.
London (parcel 17th July) and Straits	Tjisondari	August 20.
Straits	Petroclius	August 21.
Japan and Shanghai	Hakone Maru	August 22.
Japan	Kamo Maru	August 22.
U.S.A., Honolulu, Japan & Shanghai (San Francisco 25th July.)	Ginyo Maru	August 23.
U.S.A., Honolulu, Japan & Shanghai (San Francisco 1st August)	Pres. Polk	August 23.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B. C. 7th August.)	Pres. Cleveland	August 25.

## OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Fort Bayard	Wing Lee	Sat., Aug. 16, 2.30 p.m.
Shanghai and Europe via Siberia	Kiungchow	Sat., Aug. 16, 3.30 p.m.
Sam Shui and Wuchow	Kong Ning	Sat., Aug. 16, 4 p.m.
Manila	Pres. Lincoln	Sat., Aug. 16, 4.30 p.m.
Amoy	Kwangtung	Sat., Aug. 16, 5 p.m.
Bangkok via Swatow	Kaying	Sun., Aug. 17, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Aug. 17, 9 a.m.
Swatow	Hydrangea	Mon., Aug. 18, 3 p.m.
Foochow	Chinhua	Mon., Aug. 18, 3.30 p.m.
Japan, Canada, U.S.A., Central and South America and Europe via Victoria B. C.	Pres. Grant	Mon., Aug. 18.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due Victoria B. C. 5th Sept.)	
Shanghai and Europe via Siberia	Pres. Grant	Mon., Aug. 18.
	Registration	5 p.m.
	Letters	6 p.m.
Amoy	Kutsang	Mon., Aug. 18, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Kitano Maru	Tues., Aug. 19.
	Registration	3.45 a.m.
	Letters	9.30 a.m.
	(Due Thursday Island 1st Sept.)	
Manila and Java via Sourabaya	Tibbadak	Tues., Aug. 19, 10 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Philoctetes	Tues., Aug. 19.
	K. P. O.	
	Registration	1 p.m.
	Letters	3 p.m.
	G. P. O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 19th Sept.)	
Shanghai, Japan and Europe via Siberia	Sphinx	Tues., Aug. 19, 2 p.m.
Swatow, Amoy and Foochow	Hai Ning	Tues., Aug. 19, 2.30 p.m.
Swatow and Amoy	Van Heutz	Tues., Aug. 19, 5 p.m.
Swatow	Chaksang	Wed., Aug. 20, 8.30 a.m.
Japan	Tango Maru	Wed., Aug. 20, 9.30 a.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Vancouver & Europe via Siberia	Emps. of Asia	Wed., Aug. 20.
	Parcels	Aug. 19, 5 p.m.
	Registration	Aug. 20, 9.15 a.m.
	Letters	10 a.m.
	(Due Vancouver B. C. 6th Sept.)	
Foochow	Chinhua	Wed., Aug. 20, 3.30 p.m.
Naurn and Ocean Island	Apoe	Wed., Aug. 20, 3.30 p.m.
Amoy	Tsinar	Wed., Aug. 20, 5 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia	Tatsuta Maru	Thurs., Aug. 21.
	Registration	Aug. 20, 5 p.m.
	Letters	Aug. 21, 8.30 a.m.
	(Due San Francisco 11th Sept.)	
Hoihow, Pakhoi and Haiphong	Chengtu	Fri., Aug. 22, 8.30 a.m.
Wei Hai Wei via Swatow and Foochow	Huichow	Fri., Aug. 22, 10 a.m.

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# CINEMA NOTES.

## ROMANCE KEYNOTE OF ULRIC FEATURE.

With its burning romantic keynote, a pronounced melodic strain and abundance of ripe humour, "South Sea Rose", a Fox Movietone all talking production, starring the talented Lenore Ulric, is to be seen and heard these days at the Queen's Theatre.

The brilliant star of many Broadway stage hits has created for the speaking screen a new characterization filled with the charm and fire that made her "Kiki" and "Tiger Rose" live in the memories of theatregoers. She is the madcap, eccentric French lass, venting her passions on a crew of uncouth seamen and striving to attain the love of a man she knows will bring her a happiness always denied her.

Miss Ulric gives a capital performance and is aided and abetted by a group of favourite players. Charles Bickford will advance his popularity immeasurably by his sincere portrayal of the male lead. Others who contribute capable work are Kenneth MacKenna, Tom Patricola, Farrell Macdonald, Elizabeth Patterson, Roscoe Ates, Daphne Pollard, Iika Chase, George Macfarlane, Ben Hall and Charlotte Walker.

The play by Tom Cushing, "La Gringa", was adapted for the screen, having been written for Miss Ulric originally. Allan Dwan, who has directed many notable Fox successes, is responsible for this big hit.

Mules in "City Girl" Roles.

Someone has said it is difficult to teach an old dog new tricks. Likewise is this true of a mule. Here's a case in point. The mules that pulled the big combine to Fox Movietone talking picture showing to-morrow at the Queen's Theatre, had been trained to stop when the gasoline engine driving the threshing mechanism of the machine stopped. This is a direct signal to them all is not well with the thrasher.

F. W. Murnau was directing a scene in semi-closet. The cameras were trained to photograph the passage of the thirty-two-mule team and the combine. All went well as the mules passed before the cameras, but just as the combine rolled into the scene the gasoline engine "died". So did the mules. Usual commands failed to budge them and the sequence was ruined. Director Murnau inquired why the driver had let them stop. Old-time threshing hands revealed the secret. Picture or no picture, the mules followed their usual course and halted when they could not hear the gasoline engine running.

"City Girl" co-features Charles Farrell and Mary Duncan, with David Torrence, Edith Yorke and Guinn Williams heading the supporting cast. Berthold Viertel and Marion Orth wrote the scenario.

"Love Parade" Season Extended.

"The Love Parade" is continuing to draw full houses, after it has been shown for a total of fifteen days, and in order to cope with the demand for seats the management of the Central Theatre has extended the showing of this big picture up to and including Tuesday the 20th inst.

"The Love Parade", the smartest musical comedy yet to reach the singing screen, is the talk of the town. Enriched by the two entirely winning performances contributed by Maurice Chevalier and Miss Jeanette MacDonald, an agreeable score, an engaging story, and a general air of gaiety and charm, the picture proves to be a thoroughly captivating musical entertainment.

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Gifts of Boys' Clothing will be gladly  
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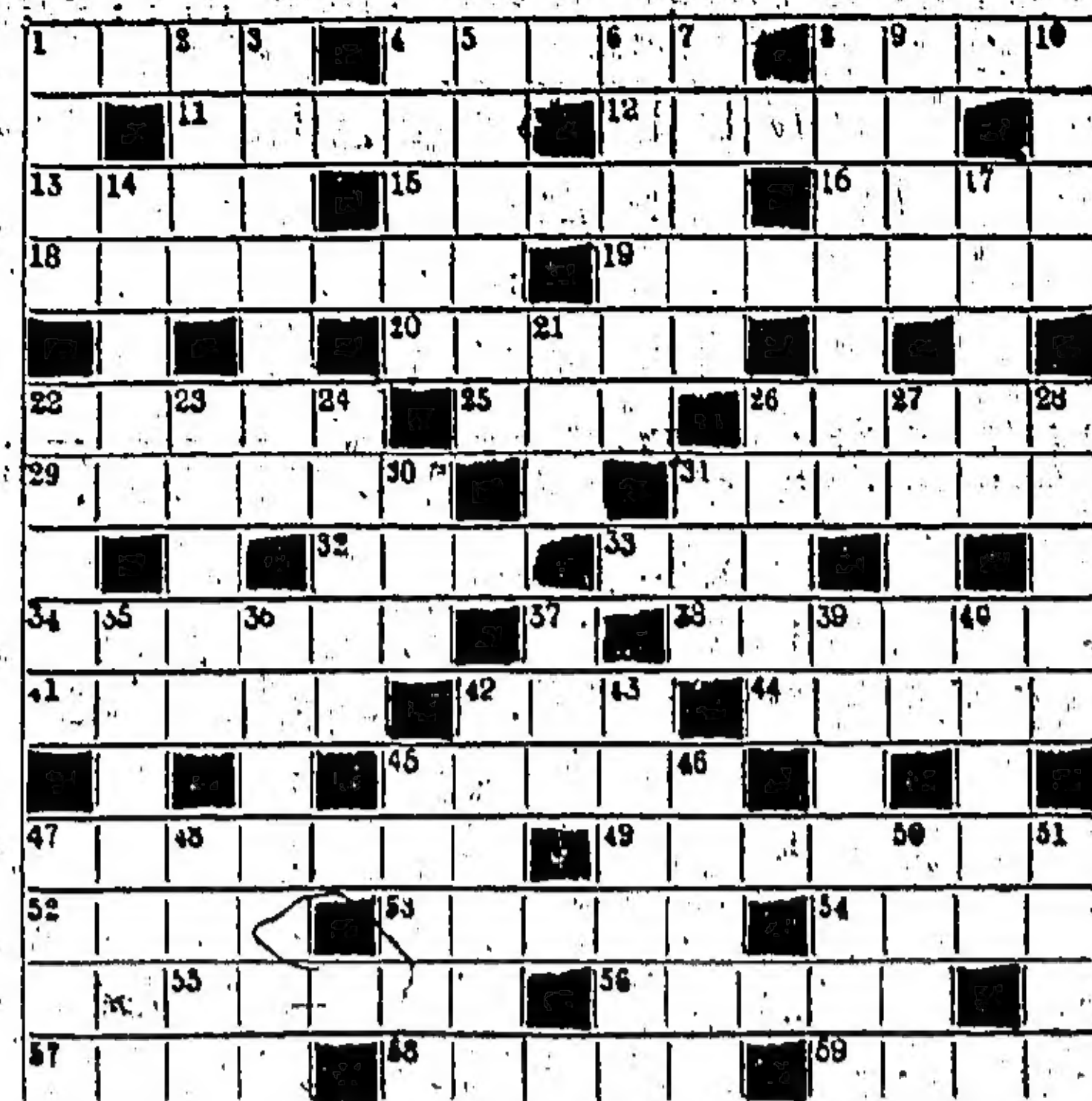
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Across.

- 1 Narrow fillet.
- 4 Large teeth.
- 8 Spherical object.
- 11 Aslant.
- 12 Top room.
- 13 Unemployed.
- 15 Make reparation.
- 16 Let fall.
- 18 Body of peers.
- 19 Grammatical categories.
- 20 Leer.
- 22 Place of.
- 25 British beetle.
- 26 Figure on escutcheons.
- 29 Animal fat.
- 31 Make certain.
- 32 Lorry.
- 33 A step.
- 34 Article forming steps.
- 35 Anger.
- 41 Imitators.
- 42 Ocean.
- 44 Long teeth.
- 45 Heavenly bodies.
- 47 Pustule.
- 49 Going down.
- 52 Not so much.
- 53 Let again.
- 54 Hangs behind.
- 55 Morning reception.
- 56 Titles.
- 57 Wild plant.
- 58 Voice.
- 59 Mix.

Down.

- 1 Excursion.
- 2 Wan.
- 3 Everlasting.
- 4 Banners.
- 5 Be present.
- 6 Foreman.
- 7 Guide.
- 8 Those who bid.
- 9 Land measure.
- 10 Cuts off the branches.

14 Island in river mouth.

- 17 Law.
- 21 Era.
- 22 Milestone.
- 23 Suppress.
- 24 Birds symbolical of peace.
- 25 Start.
- 27 Masses.
- 28 Burns.
- 30 Series of battles.
- 31 Devour.
- 35 Fruit.
- 36 Clothed.
- 37 Meadow.
- 39 Fibres susceptible of contraction.
- 40 That which is added.
- 42 Road.
- 43 Keen.
- 45 Scorch.
- 46 Bristles.
- 47 Make wind.
- 48 Island.
- 50 Point of the compass.
- 51 Ex-emperor.

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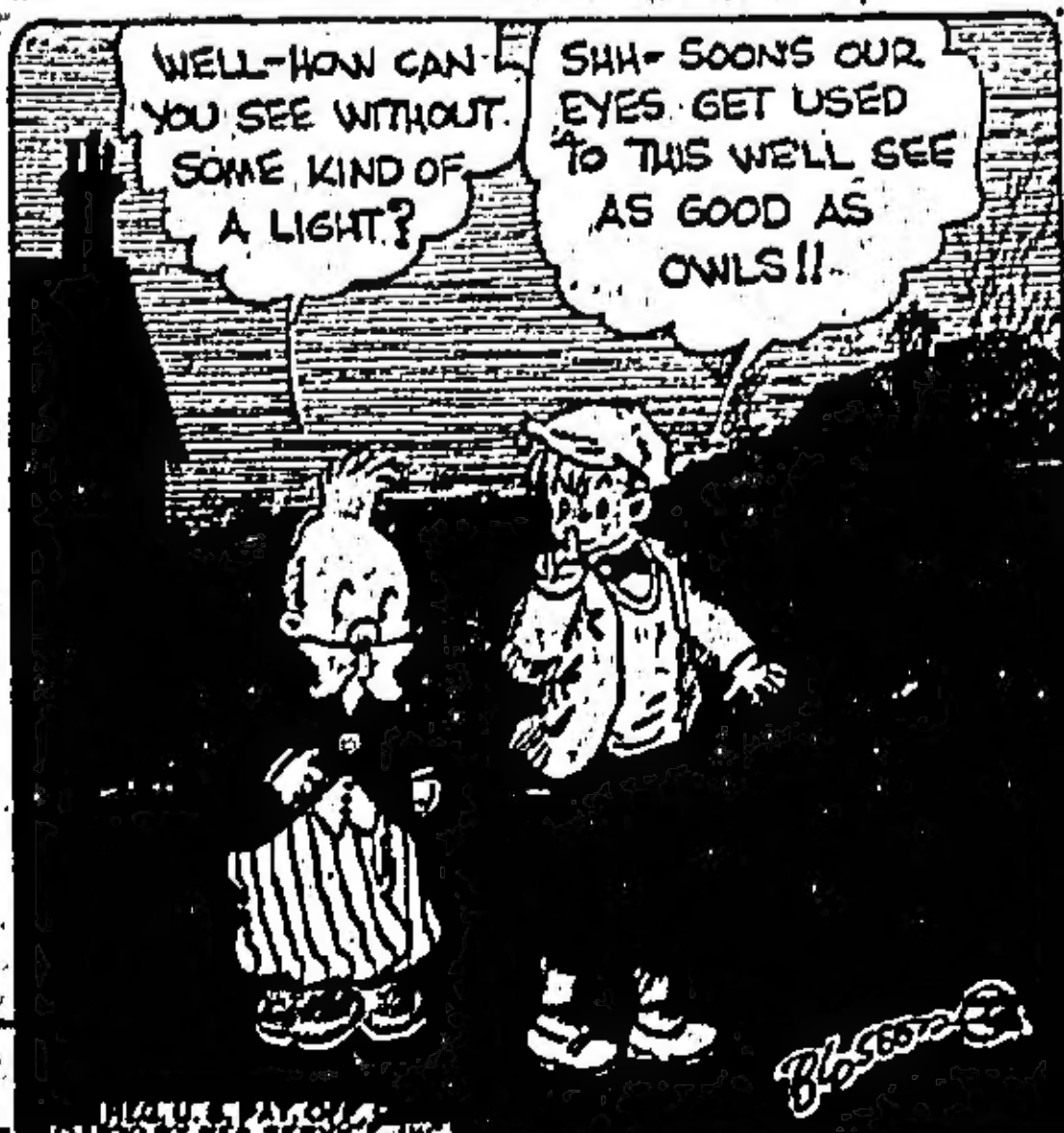
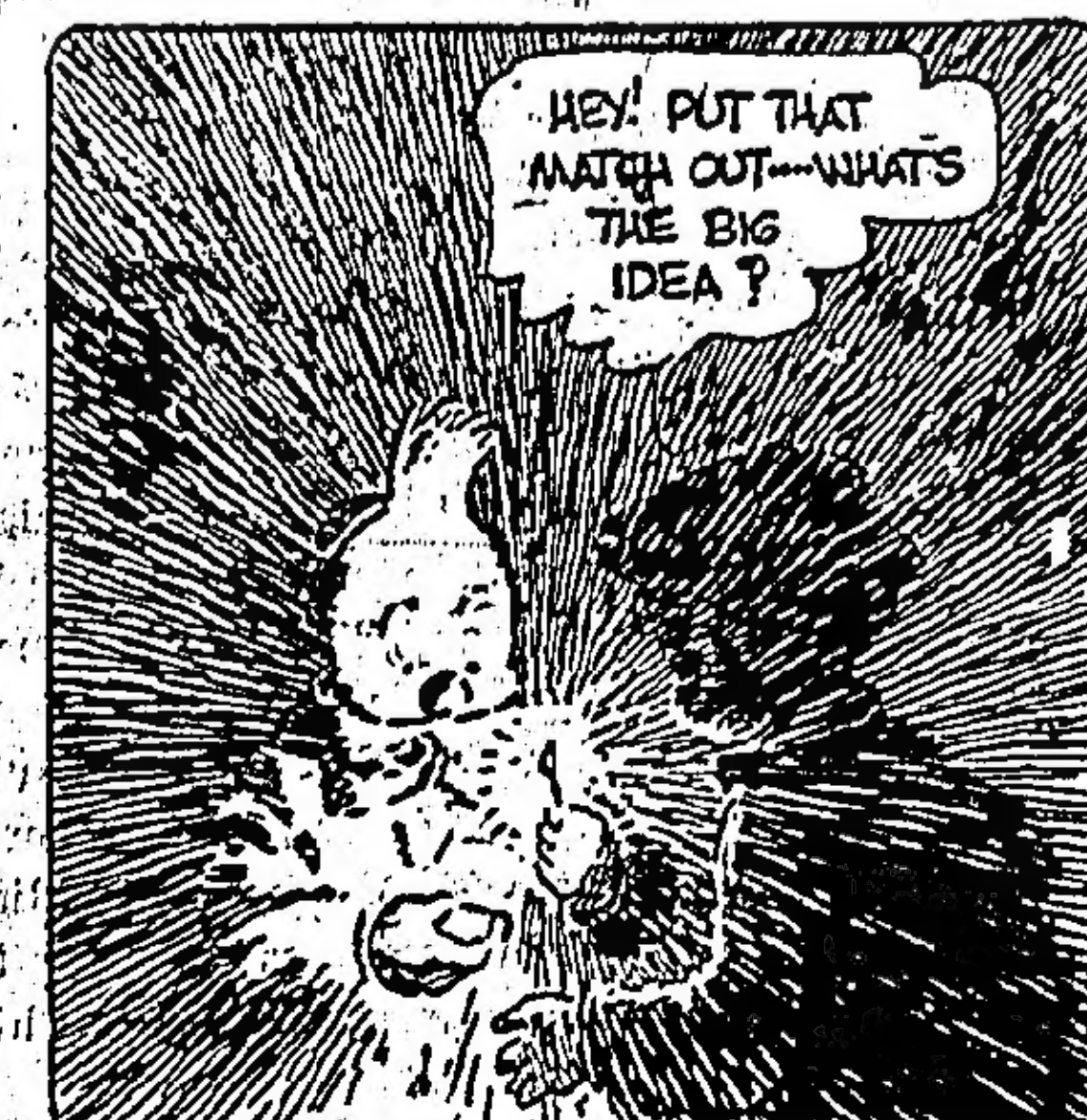
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Hotels, Ltd.

The  
Hongkong Telegraph

SATURDAY, AUG. 16, 1930.

### EXTRALITY.

It would be exceedingly interesting to know precisely what is taking place between Britain and China regarding the extrality question. Two days ago, there was a report from Nanking that the British Government had indicated its agreeability towards draft proposals for the abolition of extrality which had been made by the Foreign Ministry and revised as a result of discussions between Sir Miles Lampson and Dr. C. T. Wang. It was added that the British Minister had received instructions to go to Nanking in order to continue the negotiations. That this is not a correct interpretation of the facts is now made obvious in a report from London saying that nothing is known about the alleged Chinese proposals, nor of the instructions to Sir Miles Lampson to go to Nanking. There is, however, an additional observation to the effect that the British Minister will obviously go to the capital "if the negotiations reach a definite stage."

From these statements it may, we imagine, be safely assumed that what is taking place is a continuation of the protracted conversations on a subject which has been found to present innumerable difficulties. It will be recalled that some eighteen months ago, the Chinese Government presented Notes to the Treaty Powers urging the early abolition of extrality, and that the replies thereto, although sympathetic towards the Chinese plea, did not contemplate immediate action on the lines desired by the Nanking Government. The British reply referred to the interference to administration in China by military groups and associations which either set up arbitrary and illegal tribunals of their own or attempted to use legal courts for the furtherance of political objects rather than for the administration of equal justice between Chinese and Chinese and between Chinese and foreigners. It was added that until such interference and dictation became less marked, it would not be practicable for British merchants to reside, trade and own property in China with the same equality of freedom and safety as these privileges are accorded to Chinese

merchants in Great Britain. "Any agreement purporting to accord such privileges to British merchants," it was further stated, "would remain for some time to come a mere paper agreement to which it would be impossible to give effect in practice." Whilst taking this stand, however, the British Government indicated its willingness to consider such modifications of the system of extrality as were desirable and practicable. That was the British attitude just a year ago, and we know of nothing which has happened in the interim to warrant any change therein.

In considering this matter, it must be borne in mind that when, in April of last year, the Chinese Government addressed the Powers on the subject, much emphasis was laid on the point that China was unified and the National Government established on a firm foundation. Actually, however, the unification claimed was merely nominal, and a great deal has since happened to shake the foundations on which the Nanking Government has been built up. At the moment, Nanking's authority is disputed in very many of the Provinces, and the Administration is still fighting to preserve its existence. As we look at the general condition of China to-day, we find the situation definitely worse than it was a year ago, with no guarantee of protection to foreign life and property in the disturbed areas. That being the case, the moment is most unpropitious in which to surrender any rights which involve the position of foreigners in China. With facts as they are, we cannot imagine the British or any other Government weakening its position or jeopardising the safety of its nationals by any such policy. Let us hope that the most that is happening is merely a continued interchange of views with eventual modification, when conditions warrant it—but not before—of a system the continued operation of which is most certainly needed to-day.

### Immigration to Canada.

The new boom in Canada has started to sweep with strides which are little short of sensational for the new Government has only been in power a few days when it decides on drastic curtailment of immigration from all countries. The movement of immigrants from Europe is to be stopped and the various assisted passage schemes are to be abandoned. The reason given is that unemployment in Canada warrants the step. This is the first indication that the unemployment situation in Canada had reached a stage where it becomes necessary to check the growth of the working population. The action of the new Government has been so rapid that it seems likely that no very great consideration has been given to the question and also that the Home Government, which has for years encouraged overseas settlement, may have something to say on the matter. Immigration to Canada has been more than encouraged. People have been given greatly assisted passages enabling them to go to the Dominion at a purely nominal expense to themselves, and in addition the shipping companies have quoted a flat rate of £10 for the passage for bona fide settlers. The constant cry has been "Go to Canada where there is work" and it comes as a shock to discover that one of the first acts of a new Government is to place a most definite ban on immigration. During the first five months of the 1929 Canadian fiscal year immigration to Canada totalled 109,237. Of this total 47,235 were from the British Isles. In the corresponding five months of 1928 the total was 112,050. These figures are sufficient to indicate the extent of immigration into the Dominion. It is obvious that either the previous Government failed to take restrictive measures before a temporary saturation point was reached or that the new Government has acted precipitately. In any case the new Government of Canada should be called on to explain its

## DAY BY DAY

THE STRUGGLING YOUTH WHO HAS TO FIGHT THE BATTLE OF LIFE ALL THE TIME CANNOT GO IN FOR THE ELEGANCES OF EDUCATION. — Sir George Reid.

Mr. M. S. J. Walsh, the Manager of the British-American Tobacco Co. (China) Ltd., left to-day by the s.s. Tjisaroea for the North.

The Swedish East Asiatic Company's motor vessel Nanking left Rotterdam on the 9th instant and is due here about September 13th.

The Hon. Treasurer of the St. John Ambulance Brigade acknowledges the receipt of a donation of \$25 to Brigade Funds, by Mr. Choy Hing.

Tenders are being invited by the Government for the demolition of the brick tanks on the Praya which were erected during the water shortage last year.

The Government is inviting tenders for the construction of a garage for motor lorries at the Kowloon Disinfecting Station and for alterations and additions to the Hungghom P. W. D. Store.

When mention was made before Mr. Butters at the Central Police Court this morning of a kidnapping case in which a woman was alleged to have decoyed a girl from Yaumati, his Worship directed that the case be taken to the Kowloon Magistracy.

Observatory returns show that the average mean temperature during July was 82.3, the highest being 92.9, on the 1st, and the lowest 74, on the 24th. There were 175.2 hours of sunshine and 29.02 inches of rain, while the average humidity was 83.

Suffering from the effects of immersion as a result of jumping into the harbour from the Praya opposite the Fire Station, yesterday, a young Chinese, Chong Tak-king (18), was removed to the Government Civil Hospital. He had attempted to commit suicide but was rescued by Lo Muk-yau, of a cargo boat.

Mr. A. Strok, the well-known impresario, arrived in the Colony to-day from Europe, and whilst here will be making preparations for the forthcoming visit, on September 2nd, of Zimbalist, the famous violinist. Mr. Strok is bringing other big attractions to the East, including two world-renowned dancers from Paris.

The brief intimation of the loss of a quantity of jewellery and money from 51, Wongneichung Road was contained in a police report issued this morning. It was stated that the inmates, whose names were not given, lost valuables amounting to \$709, the theft occurring some time between 1 o'clock and 6 o'clock this morning.

drastic action. If it can be justified, then blame may attach to the former legislative body for aggravating a problem which must have appeared during its regime.

## TOPSY-TURVEYDOM

### The Curse.

"For telling those lies you will drop dead within a fortnight." These words were shouted to Reginald Miles, a gardener, in Chertsey (Surrey) Police Court by a woman after he had given evidence against her on a charge of breaking into a church. An inquest was held on Miles three weeks later. He was found dying on a road at Dorking with a bottle of poison in his pocket.

### Life-Saving Sign.

The hanging sign of the Tanners' Arms, Stanworth-street, Bermondsey, saved the lives of the licensee and his wife recently. The building caught fire in the small hours and escape by the stairs was impossible. Husband and wife climbed out of the upper window, and after crawling along a narrow ledge, clung to the iron support of the sign until help arrived.

### Baleful Bales.

Customs officials at the West India Docks, who thrust a long spear into a bale of waste-paper found traces of tobacco adhering to the grooved end when it was withdrawn. An examination of thirty-nine other similar bales which had arrived by steamer from Antwerp revealed a sensational attempt to smuggle a ton of tobacco into the country. In the centre of each bale a quantity of tobacco was found, and the whole was estimated at a dutiable value of nearly £1,000.

When a Hassocks, Sussex, postman unlocked a letter-box he found that a swarm of bees had taken possession.

### Optimism Won.

In grass-track racing at Lingfield (Surrey) a motor-cyclist won on a home-made machine with two oil-cans used as a petrol tank.

### Tragic Coincidence.

Arthur Johnson, the gateman at South Lock, Newport (Mon.), pulled the dead body of a child bathed out of the water and then discovered it was his own son, aged 9.

### Twins Die in 8 Days.

Twin brothers, James and William Golden, 78 years of age, have died in the adjoining parishes of Ottershaw and Chobham (Surrey) within eight days of each other.

### Convenient Russia.

"It takes less time to get married in Soviet Russia than it does to buy a pound of co-operative bread. And as to a pound of fresh butter!—Why, you can get a divorce in half the time." So writes Negley Farson, an American, in a book entitled, "Seeing Red," which has just been published.

### To One Kiss—3d.

Dr. Leonard Kuttler, surgeon at a Cleveland (Ohio) Hospital, was professionally attending Mrs. Orville Butler. Mrs. Butler declared that he kissed her and brought an action for damages

against him. The jury awarded her threepence, each side to pay part of the cost. There were five women on the jury!

### The Curse.

Mrs. Rosalie Barabell, a recluse who accumulated \$100,000 during her strange life, has committed suicide by gas poisoning, in New York. To one of her relatives she left \$30. To four others she left the following note:—"I wish that all the harm in the world will happen to you and your children."

### Any Hutch in a Storm.

A rabbit's resource saved its life in a Chorley (Lancs) hotel fire. It was one of several rabbits which were in one room. When the flames approached, the rabbit jumped into a bucket of water. The others were burned to death. The firemen found the rabbit, bewildered and shivering, peering through at them from the bucket with its fore feet gripping the rim and its body in water to the neck.

### Love Finds a Way.

Mr. L. Jorgenson, of Kansas, U.S.A., and Miss Allen were married at Cairo after having travelled round the world in opposite directions to meet one another. The bride came on a world cruise across the Pacific, while the bridegroom came across the Atlantic.

### Oarsman of 81.

Following the announcement that James Perkins, aged 73, winner of the first prize in the old-time Greenwich Town Regatta 54 years ago, had entered for the Seamen's Hospital Society Regatta on August Bank Holiday, James Pimm, aged 81, of Hoskins-street, Greenwich, also entered.

### Damages for War Thirst.

An irate farmer, whose water-melon patch was raided 32 years ago by thirsty soldiers on their way to the Spanish-American war, is to be paid for the damage. A Bill to that effect has been passed by the Senate. Very soon the farmer, Warren C. Vesta, of Tampa, Florida, will receive a Government cheque for \$30. He has been claiming that the soldiers ate \$200 worth of melons, but after a long discussion the Senate decided that \$30 damages would suffice.

### Even the Stork—

Even the stork has joined the general fashion of having fewer offspring. Members of the Ornithological Society of Oldenburg, near Strasburg, who have been keeping a close check on the productivity of storks, found that old stork families who regularly produced a nest of four or five have dropped down to one or two. Some parent storks have stopped having families. The naturalists are giving much study to the problem—for in Strasburg the stork is the symbol of the new baby, with the cabbage patch a bad second.





HOUSE WRECKED  
BY "BOMB."ALLEGED ATTEMPT TO  
MURDER FAMILY.

## ENGINEER IN DOCK.

A remarkable story was told at Liverpool when William Andrew Malcolm Simms, aged 35, was remanded in custody on charges of attempted murder.

It was alleged that he had been pestered a married daughter of Mr. Andrew McClements, of Sun-bourne-road, Liverpool, for some time, and that on July 12 he wrecked the house by placing an explosive substance, believed to be dynamite, in the front sitting-room.

He was charged with damaging the house by an explosion with intent to murder Andrew McClements, Annie McClements, Louise McClements, and Angus McClements.

The prosecuting solicitor said that Simms was a mining engineer and had a considerable knowledge of explosives. He had been acquainted with the McClements for some time. On July 11 the family went to bed at 11.45, and the house was locked up with the exception of one small window leading to the front room which was left open for members of the family to use when they were out late at night.

The suggestion, he said, was that Simms knew that the window was left unlocked. Shortly after one o'clock the house was practically wrecked by a violent explosion in the front room. The people in the house were shaken and some of them were injured, while furniture was blown about.

## Bed Through Floor.

Mr. Angus McClement, the son, was in bed in the room above and the bed fell through the floor into the sitting-room. The house next door was also considerably damaged and a bed was moved three feet by the force of the explosion.

For some time, it was stated, Simms had been carrying about with him a suspicious-looking tin canister which he was very careful that nobody should examine and which he never left anywhere. It was alleged that he opened the window and placed the explosive in the room.

One of the witnesses to be called for the prosecution, it was added, is a blind man who heard footsteps to and from the house before the explosion.

Simms was arrested in London, and when charged was alleged to have said "I have nothing to say until I have obtained legal assistance."

## SHARE PRICES.

## TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

**Banks.**  
Hongkong Bank, \$1450. n.  
Chartered Bank, \$161. n.  
Mercantile A. & B., \$28 n.  
East Asia \$121 n.

**Insurance.**  
Canton Ins., \$945 n.  
Union Ins., \$437 n.  
North China Ins., Tls. 160 b  
Yangtze Ins., \$50 n.  
China Underwriters, \$2.65 b.  
China Fire, \$400 b.  
H. K. Fire Ins., \$970 b.

**Shipping.**  
Douglas, \$26 b.  
H. K. Steamships, \$25 s.  
Indo-China, (Def.) \$43 n.  
Union Waterboat, \$32 n.

**Mining.**  
Benquo, \$31 n.  
Kailash, \$26.9 n.  
Langkai, Tls. 81 n.  
S'hai Explorations, Tls. 130 b.  
Rauha, \$23 s.  
Tronoh, 21/- n.

**Docks, etc.**  
Kowloon Wharves, \$165 s.  
Whampoa Docks, \$39 s.  
China Providents \$5.10 s.  
Hongkows, Tls. 260 b.  
New Engineering, Tls. 71 n.  
Shanghai Docks, Tls. 117 b.

**Cottons.**  
Ewo Cottons, Tls. 12 s.  
S'hai Cottons, Tls. 78 (old) n.  
Lands, Hotels, etc.  
H. and S. Hotels, \$10.40 b.  
H. K. Lands, \$81 s. Cum Rts.  
do. 76 n. x Rights  
do. Rights 15 n.

**S'hai Lands Tls. 287 n.**  
Humphreys, \$16 s.  
Realities, \$9.40 b.  
Chinese Estates \$87 n.

**Public Utilities.**  
Tramways, \$18.40 b.  
Peak Trams (old) \$123 b.  
Star Ferries, \$85 s.  
China Lights, (Old) \$24 b.  
H. K. Electric, \$761 b.

**Macao Electric, \$23 n.**  
Telephones \$32. b.  
China Buses, Tls. 183 b.  
Singapore Traction, 10/- s.

**Industrials.**  
China Sugars, 90cts b.  
Malabons, \$27 n.  
Cald Macg. Ord. Tls. 10.40 n.  
Canton Ices, \$2.10 s.  
Cements (Comb.) \$18.20 s.  
Ropes \$10.90 b.  
United Asbestos \$5 b.

## THE VOLUNTEERS.

ORDERS FOR THE COMING  
WEEK.

Hongkong Volunteer Defence Corps  
Orders by Major H. B. L. Dowling,  
Commanding Hongkong Volunteer  
Defence Corps.

Hongkong, Aug. 15.  
Parades.

(a) Corps Band. Band practices will be held on Mondays only at 6 p.m. until further orders.

(b) Battery. There will be a lecture at Headquarters on Thursday, August 21st, at 5.30 p.m.

(c) Engineer Company. Monday, August 18th. Shoot Miniature range at 5.30 p.m.

(d) Corps Signals. Signallers as detailed will parade outside Kowloon Railway Station at 9 a.m. on Sunday, 17th, August to proceed to Fanling. Tiffin should be taken. Dress:—Uniform without equipment. Signal class will parade at Corps Headquarters at 5.30 p.m. on Thursday, 21st, August.

(e) Machine Gun Troop. Parade at Causeway Bay Stable at 5.30 p.m. on Thursday, 21st, August.

(f) Armoured Car Company. Car Section, Parade at Kowloon Canton Railway Garage at 5.30 p.m. on Friday, 22nd, August for driving instruction.

(g) Motor Cycle Section. Parade at Headquarters 5.30 p.m. Friday, 22nd, August for Machine Gun instruction.

(h) Machine Gun Company. N.C.O.'s Classes will be held on Tuesday, 19th, and Friday, 22nd, August at Headquarters at 5.30 p.m. in uniform.

Programme of N.C.O.'s Classes—19th, August—Instruments & Theory of Indirect Fire, 22nd, August—E. G. D., 26th, August—E. G. D., 29th, August—Examination of N.C.O.'s for promotion.

Notice.  
At the Rifle Club shoot on Sunday, 10th, August, Pte. R. M. Wood won the monthly spoon shoot. The intersection shoot resulted as follows:—

"C" Section 1st—192 points  
"B" Section 2nd—171 points  
"A" Section 3rd—164 points

"G" Section were represented by Ptes. R. M. Wood & L. B. Holmes. The next shoot will be held on Sunday, 7th, September at 9 a.m. on the Peak Range. Individual competition for Company Commander's Cup and Inter-section shoot all under Corps Championship Conditions.

Promotion.  
His Excellency the Governor has been pleased to appoint Sergeant-Major Henry W. Blake, D.C.M., Hongkong Volunteer Defence Corps, to be Honorary Lieutenant and Quartermaster, with effect from the 27th, May, 1930.

Authority:—C.S.O. 25 in 3009/1921. Transfer.

No. 1452 Pte. G. E. Stephen, Reserve Company, is transferred to Engineer Company with effect from 11.8.30.

Strength.  
The following have been taken on the strength and posted as under:—

No. 1681 H. E. Beale, Engineer Coy, as from 11.8.30.

No. 1582 I. F. Collaco, No. 11, Platoon as from 11.8.30.

No. 1583 Mr. A. V. Ribeiro, No. 9 Platoon, as from 11.8.30.

No. 1584 B. M. Vieira, No. 10 Platoon, as from 11.8.30.

No. 1585 A. J. D'Assis, No. 10 Platoon, as from 11.8.30.

No. 1586 F. R. Marcel, No. 10 Platoon, as from 11.8.30.

No. 1587 N. A. Beltrac, No. 10 Platoon, as from 11.8.30.

(Sgt.) W. H. G. GOSTER, CAPTAIN, ADJUTANT, H. K. V. D. C.

Notice.—The Portuguese Company will hold the Annual Dinner and Dance at the Club de Recreio on Thursday, September 4th, at 7.45 p.m. sharp. Ladies are cordially invited to the dance commencing at 9.15 p.m.

**YESTERDAY'S BAND CONCERT.**

**ENJOYABLE FUNCTION ON CRICKET GROUND.**

A very enjoyable entertainment was provided by the buglers and band of the 1st Battalion, the Somerset Light Infantry, on the Hongkong Cricket Club ground yesterday afternoon. A large number of people attended and showed much appreciation of the music.

The programme opened with a band and bugle march, which was performed with excellent precision and tone effects, after which came the "Bugle March" and "Retreat" by the buglers.

Under the skilful baton of Mr. E. J. Woolcott, the band opened their numbers with the overture "Pique Dame" (Subbe), this being followed by selections of Sander-son's songs, "Beautiful Danube," and selections from "Bitter Sweet" and "Echges of Ireland." Then came the "Regimental March" (Prince Albert) and the National Anthem.

All the items were played with a balance and tunefulness that does great credit to the performers, who thoroughly deserved the hearty applause they received.

**Stores, etc.**  
Dairy Farms, \$24.10 s.  
Watsons, \$121 n.  
Der A. Wings, \$1 b.  
Lane Crawford, \$3. n.  
Macintosh, \$181 b.  
Sincoros, \$11.50 b.

**Miscellaneous.**  
Amusements, \$26 n.  
Constructions, \$1.90 b.  
Bque Ind. G. Bonds, 61% n.  
H.K.G. Loan 8% Prem.

SECTIONALISED  
HOMES.ART AND UTILITY SHOWN  
IN SWEDEN.

## NOVEL EXHIBITION.

Because of its amusement park, the present Stockholm Exhibition of Industrial Arts and Crafts and Home Industries (which continues until September) will probably pay.

That will be luck, rather than an essential aim, for the bankers and industrialists of Stockholm—and even the town itself, which is also a guarantor—have put up their money prepared to lose it.

The amusement park is there not for the sake of amusement, but to attract ordinary people who, once in the exhibition, cannot miss what is a display of art adapted to practical and everyday life.

That is the enlightened aim of the exhibition.

## Architect's Triumph.

Built on Stockholm's Deer Park, its temporary white buildings seem permanent to the eye. Here the exhibition's young architect—E. G. Asplund—has triumphed, and won an international fame. These airy, white buildings, each with a slanting roof projecting in front, seem three-sided to throw-out an uninterrupted display of their exhibits. The passer is inevitably enticed closer. This novelty in exhibition lay-out achieves real practicality.

It is not a counterpart of the British Industries Fair; it is not a market-place or a modern museum devoted to a revival of handicrafts. It aims to adapt the two.

Because utility demands even mass-made steel furniture, must the comforts of the home be dictated by the cold regularity of a machine?

No, say the Swedish industrial designers. So they make steel supports of bent, tubular springs, that become a whitened arm-chair, pleasing to the eye, but still the product of a mass-producing factory.

## Building The Home.

The young couple boldly launching into a humble flat, with hopes of a later statelier home, are shown model flats furnished by sectionalised furniture, so that, when income permits the larger home, existing furniture can be added by similar sections, instead of selling and refurnishing.

This ingenious sectionalising of cupboards, wardrobes and bookshelves, though machine-fashioned, is achieved in inlaid-patterned woods that recall the masterpieces of a handworker.

The Swedes—themselves a home-loving race—are seeking to prove that, with industrial vision, homes can be brightened and beautiful even though pockets permit but the financially cheapened products of machinery.

Thus, for the promise that it betokens, the Stockholm exhibition becomes historic.

It has attracted industrial designers from all over Europe and for its glassware and ceramics many buyers. The engraved and coloured crystal glass of the Orrefors works are exquisite creations of artists who literally must "think in glass."

ECCENTRICITIES OF A  
RECLUSE.POUND OF TEA AND SUGAR  
A YEAR.

The story was told at a Camberwell inquest of how an eccentric man "with heaps of money" used to

Keep his rooms locked, Spend the whole week-end in bed,

Sent money to help charities, and Take rubbish to the police, thinking it might be valuable.

The inquest was on Edwin Dudley (52), a gasworks employee, occupying four rooms at his brother's house in Crawthorpe-grove, East Dulwich, who collapsed on the stairs and died from heart disease. Mr. Douglas Cowburn recorded a verdict of death from natural causes.

Ellen Dudley, his sister-in-law, said "I dare not put my foot on the stairs. I have never been up during the four years I have been married. I know that he was opposed to his brother marrying me."

Sergeant A. Kingsley said that Dudley, whose rooms were very dirty and contained very little food, and no money, was very eccentric.

"He would purchase a pound of tea and a pound of sugar once a year, saying that was sufficient to last anyone for 12 months."

"There were between 500 and 600 postal order counterfoils in his rooms showing that he had sent money to charities."

Dr. Larkin, police surgeon, said that there was no evidence of starvation.

## LOCAL RADIO.

THE PROGRAMMES FOR  
THE WEEK-END.

The following are the local radio programmes for the week-end, to be broadcast by Z.B.W. on a wave length of 355 metres:

## Saturday.

1.15-1.45 p.m. Organ Recital by Mr. F. Mason, A.R.C.O., L.T.C.L.

(1) a. Priore.  
b. Allegro Maestoso.  
from Suite in E. B. Borsowski.

(2) Choral Prelude, Brahms.  
(3) Allegretto in E. Flat.

(4) To a Water-lily, Wolstenholme.  
(5) In Springtime, Holing.

1.45 p.m. Recorded music continues.  
2.00 p.m. Close down.

7.00 p.m. European programme of Regal and Columbia records selected and supplied by Messrs. The Anderson Music Co.

Oberon-Overture (Weber).  
The Silver Stars Band. G1044.

The Desert Song (Romberg).  
Duet, Edith Day and Harry Welchman. 9211.

Anita Waltz.  
Banjo Solo by Len Ffills.

Progressions (A Classic Solo). 5698.  
Coppelia Ballet-Frelude and Mazurka (Debussy).

Ext. Acte and Vale.  
B. B. C. Wireless Symphony Orchestra. 501E.

Mr. Cinders-Spread A Little Happiness.  
Mr. Cinders-I'm a One-Man Girl.

Duet, Binnie Hale and Bobby Howes. 5334.

Espana Waltz.  
Studantina Waltz.

Jacques Jacob's Ensemble. 59063F.  
Father's Favourites.

Organ Solo by Terence Casey. 5525.  
Emperor Waltz (Strauss).

Wine Woman and Song (Strauss).  
Jacques Jacob's Ensemble. 59050F.

An Old Time Sing-Song.  
Descriptive with Chas. Goborn. DX21.

Ave Verum (Mozart).  
Traumerli (Schuman).

Catteral String Quartet. 59062F.  
Happy days are here again.

Lucky Me, Lovable You.  
Layton and Johnstone. DB87.

Sunnyside Up-Selection.  
Jack Payne and His B. B. C. Dances Orchestra. 5659.

Believe Me.  
Just one Hour of Love.

Irene Bordoni-Comedienne with Piano. 5736.

Barber of Seville-Overture (Rossini).  
Classic Symphony Orch. G1006.

The House That Jack Built.  
Jack Hulbert, Comedian. 5689.

Follow Through-Selection.  
Piano Solo by Billy May. 5695.

The Bronze Horse-Overture (Auber).  
The Silver Stars Band. G1037.

9.00 p.m. Weather report, Local Time and Press News.

There will never be another Mary. Lazy Louisiana Moon.

Layton and Johnstone. DB123.  
Entry of the Bayaderes (Havarsen).

Bridal Procession (Grigor).  
Classic Symphony Orchestra. G1059.

La Boutique Fantasque.  
Selection (Carr).

B. B. C. Wireless Symphony Orchestra. G1055.

9.30-11.30 p.m.

Dance Programme.

Extra. Waltz.  
"Because I'm fond of You."

"Dancing with Tears in My Eyes."  
(1) Foxtrot.

"My Dream Memory."  
"We're uncomfortable."

(2) Foxtrot.  
"Speaking of Kentucky Days."

"Every Day away from You."  
(3) Waltz.

"Silvery Moon."  
"When the Organ Played at Twilight."

(4) Onestep.  
"Tain't No Sin."

"March of the Chocolate Soldiers."  
(5) Foxtrot.

"Somebody Mighty Like You."  
"Miss You."

(6) Foxtrot.  
"I may be wrong."

"In The Moonlight."  
(7) Blues.

"You went away once too often."  
"Tip Toe Thro' The Tulips with me."

(8) Foxtrot.  
"Wishing and Waiting for Love."

"The Doll's House."  
(9) Blues.

"My Wife is on a Diet."  
"Come on Baby."

(10) Foxtrot.  
"Through."

"Ragamuffin Romeo."  
(11) Blues.

"I like to do things for you."  
"Singing a Vagabond Song."

11.25 p.m.  
(12) Waltz.

"Wonder Why?"  
"The Burning Heart."

Extras.  
"Happy Feet." Foxtrot.

"A Bench in the Park." Foxtrot.

"On the Sunny Side of the Street."

"The Lonesome Road."

There will be an interval of approximately two to three minutes between dances.

11.30 p.m. Close down.

Sunday.

10.00 a.m. Morning service from St. Joseph's Church. At the end of this service there will be a Chinese programme until 1 p.m.

1.30 p.m. Weather report.

2.00 p.m. Weather report. European programme of Victor records selected and supplied by Messrs. Tsang Fook.

L'Arlesienne-Prelude (Bizet).

Royal Opera Orch. 9112A.

L'Arlesienne-Francoise.

Arlesienne.

Royal Opera Orch. 9113A.

A Gem from "Paganini" (Lohar).

French Kisses (Rudolph).

Marek Weber and His Orch. 20628A.

Samson Et Eallia (Saint-Saens).

Giovanni Martinelli-Tenor. 8169A.

Souvenir (Drigo).

Serenade (Origo).

TRIED TO TALK  
TO MARS.ACTION OVER THE WILL OF  
A SPIRITUALIST.

## MESSAGES CLAIMED.

The action concerning the \$15,000 estate of Dr. Abraham Wallace, of Paignton, who believed in spiritualism and claimed to have received messages from his dead wife, was further heard by Lord Merivale and a jury in the Probate Court.

It was stated that Dr. Wallace tried some time ago to talk to the inhabitants of Mars.

Dr. Wallace died in January, aged 80. Mrs. Rosa Florence Perkins propounded a will of November, 1929, under which she was residuary legatee. There was an earlier will under which she also benefited.

The wills were opposed by the children, who said their father was suffering from delusions about messages from his dead wife and other people.

Dr. Richard Julian George, of Paignton, said Dr. Wallace discussed local affairs intelligently and was a perfectly able man.

Spirit Messages.  
Sir Patrick Hastings (for the defence): But assume that he said to you that within a short period of time his dead wife had come to him and made favourable recommendations about his living with Mrs. Perkins, what would you have thought of that?—I should have believed him.

That his dead wife had come to him?—Yes.

Do you believe in spirits bringing messages?—I do. And if every student of psychical research is to be branded as suffering from delusions and the Courts are to uphold it, then we are coming to a serious state of things.

Dr. George added that he never noticed any sign of delusions in Dr. Wallace.

Dr. Robert Ernest Batten, of Park resort, Portland-place, London, said Dr. Wallace formerly had rooms in the same house as witness. Early last year Dr. Wallace said he was going to live at Paignton, especially in view of the fact that his dead wife had "come through" to him and said it would be better for him to live at Paignton, as it would not then be necessary for him to go to the South of France in winter.

His Lordship: What was his mental condition?—It was quite sound.

Shorthand Notes of A Seance.  
Do you think that his spiritualistic beliefs had warped his mind or effected his judgment?—No, because for months he would never mention spiritualism.

Mr. James Stirling Stewart, farmer, of Campton, Kingsbridge, said the doctor once remarked how lucky he was to have Mrs. Perkins to look after him, a cantankerous old man, in his old age. In December, 1928, witness attended a seance at which the doctor was present. Mr. Evan Powell was the medium, and spoke through his "control," called "Black Hawk."

A book was produced in court in which Dr. Wallace had made shorthand notes of a seance.

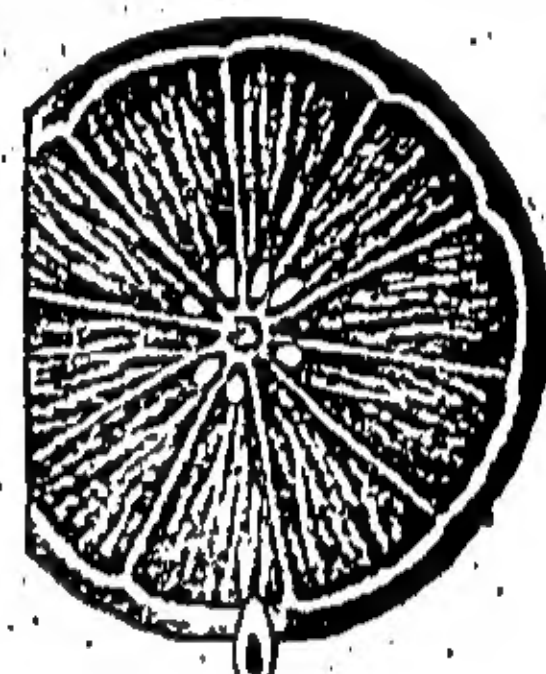
Spoke to Mars.

Called for the defence, Mr. Arthur Gordon Wallace, a son of Dr. Wallace, said that he and his father attended experiments to try and get in touch with the inhabitants of Mars. It was an experiment between spiritualistic communication and wireless



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**ARMY BILLIARDS.****R.E.'s WIN TWENTY TROPHIES  
AND CUPS.**The Royal Engineers have swept  
the board," remarked Colonel C. D.  
Myles, O.B.E., Assistant Director of  
Medical Services, China Command,  
last night when he presented the  
cups and prizes for the three Bil-  
liards Competitions recently con-  
cluded at the Soldiers' Club.A large number of spectators last  
night, to see the final stages of the  
Soldiers' Club Billiards Tourna-  
ment, included Lt. Col. F. Wyatt,  
O.B.E., R.E., Major W. A. Fitz-  
G. Kerrieh, D.S.O., M.C., R.E.,  
Major J. B. Taylor, 1st S.L.L.,  
Captain C. A. de Linde and Lieuts.  
Mahoney and Anstruther, R.E., and  
witnessed a very fine recovery on  
the part of the Sappers, who were  
about 50 points down after playing  
the first four games of the final  
round on Thursday night.Steady play in the first two of  
last night's games, and a wood  
win by about 100 points by S/Sgt.  
Pollard, gave L/Cpl. Cottle a lead  
of 59 with which to commence his  
last game of 200 up. Cottle won by  
30, but had to go all the way in  
the early stages of the game, his  
opponent, of the Prison Warders'  
Mess, doing well from the begin-  
ning. The Sappers won the  
Trophy, and small silver cups for  
each player, by 69 points, the prize  
for the highest break in the Com-  
petition going to Cottle, who made  
a 51.On Monday night, the Sappers  
defeated the 12th (Heavy) Battery  
R.A., in the final of the Garrison  
Billiards Challenge Cup, winning  
by 431 points, Pollard getting the  
cup for the highest break with a  
50. This success was followed up  
in the Amateur Billiards Champi-  
onship on Wednesday night, when  
Cottle defeated L/Cpl. Robson,  
Argyll and Sutherland Highlanders,  
by 203 points in a game of 500 up.  
Cottle ran out with a fine 65 un-  
finished, but played the break right  
through to make 104. Cottle took  
the cup for the highest break with  
this break.Thus, the Sappers, with three  
trophies, eight small cups in  
the soldiers' Club Cup, six small  
cups in the Challenge Cup, the  
Amateur Cup replica, and three  
small cups for the highest break  
in each competition, took away  
twenty trophies and cups last  
night. It is rumoured that they  
have an eye on the three remain-  
ing trophies to be won during the  
season, the Steel-Coulson Cup, the  
"Pattenden" Cup, played for at  
the Y.M.C.A., Kowloon, and the  
Garrison Billiards League. At  
any rate, they will not be far away  
from the finals in each.It should be mentioned that a  
small cup was presented to each  
losing finalist last night, and the  
losing finalist in each of the other  
competitions, and Colonel Myles,**WATER-POLO LEAGUE.****KOWLOON ACCOUNT FOR  
ROYAL ARTILLERY.**A dull game at the V. R. C. last  
night resulted in Kowloon registering  
a win over the Royal Artillery by  
one goal to nil. Kerr was the scorer,  
kicking a fast back-hand into the  
net and taking the goal by surprise.  
Occasionally there were bright flashes  
of combined play, and the absence of  
goals was a noticeable feature of the  
play. The men who played were:  
Kowloon—G. Angus, E. Murphy,  
Witchell, Rallton, Kerr, Henry,  
Sterling.  
Royal Artillery—Ribbands, Danger-  
field, Cavanagh, Oliver, Lewis, Forres-  
ter, Gray.  
Mr. Stewart was referee.**LOCAL BASEBALL.****JAPANESE AND CHINESE  
TO MEET TO-DAY.**Sir Shou-son Chow and Hon. Mr. H.  
T. Croasby will respectively perform  
the opening ceremony in throwing  
and batting the first ball of the  
initial game of the 1930 Baseball  
League to-day at 4 p.m. on the South  
China ground at Caroline Hill.  
The first game is to be played  
between the South China Athletic  
Assoc. (last year's champions) and  
the Japanese Club (last year's run-  
ners-up).To-morrow Kiara will meet the  
Texaco Club on the same ground and  
at the same time. The admission  
fee is 50 cents for gentlemen and 30  
cents for ladies.A national organisation is to be  
set up by the Home Office, to com-  
bat disease in workmen caused by  
exposure to silica or asbestos  
dust. Mr. Short (Under Secre-  
tary of the Home Office) informed  
a House of Commons committee  
that the Treasury would grant  
£1,000, and the organisation would  
also be financed by fees from em-  
ployers in respect of periodical  
examinations, and from workmen  
on application for certificates that  
they were affected. The expendi-  
ture was estimated at between  
£13,000 and £15,000 a year.who made a short and witty speech  
after presenting the Cups, espe-  
cially drew attention to the plucky  
fight put up by Robson against  
Cottle. He referred to the splen-  
did work done by Lt. Mahoney,  
R.E., in his capacity of Billiards  
Secretary to the Hongkong Area  
Sports Board, to Captain Thorn-  
hill and the Soldiers' Club for  
providing the table on which the  
games were played. Three cheers,  
and a "tiger" for Colonel Myles  
were called for by Major Taylor,  
and Cottle was given three "ras-  
pers and a tiger" when Colonel  
Myles acknowledged the compli-  
ment paid him.**PRINCESS MARY'S SONS****VISIT TO BABY HIPPO  
AT THE ZOO.**Princess Mary's two young sons,  
Viscount Lascelles and the Hon.  
Gerald Lascelles, were two of the  
happiest little boys in London,  
when they were taken to the Zoo  
by their father and mother.The Earl of Harewood, who is a  
Fellow of the Zoological Society  
and a frequent visitor to the Zoo,  
acted as guide to the family party.  
In the Hippopotamus House  
Princess Mary and the two boys  
entered the outer cage to pay a  
visit to the baby hippo, who was  
sun-bathing on the edge of the  
pool.The baby hippo condescended to  
blink a lethargic eye at his distin-  
guished visitors. Then he went  
to sleep again.Biscuits and Nuts.  
There was great fun at the  
monkey house. Both boys had  
supplies of biscuits and nuts.  
Seven-year-old Viscount Lascelles  
(as is the manner of big brothers)  
initiated his five-year-old brother,  
Gerald, into the art of feeding the  
animals.Shouts of delights at the chim-  
panzees' tea party. . . . awe at the  
way in which the elephants stowed  
away the apples supplied by their  
keeper.And, after two hours' happiness,  
two tired little boys entered their  
car with father and mother and  
drove home.**CHURCH & SEX  
PROBLEMS.****EMPHATIC PROTEST FROM  
A BISHOP.**

London, Aug. 15.

The ecclesiastical sanction of  
birth control, which a leading  
article in the *Church Times*  
describes as a positive revolution  
in Christian morality and a grand  
departure from the position adopt-  
ed at the last Lambeth Conference  
in 1920, threatens to become a  
first-class controversy.The *Church Times* prints a  
letter by the Anglo-Catholic  
Bishop of Bloemfontein, who was  
one of the sixty-seven opponents  
of the Lambeth resolution expres-  
sing approval of contraceptives,  
stating—"In order to clear my  
soul, I wish to say there are  
statements in the report from  
which I conscientiously and  
vehemently dissociate myself."  
—*Reuter*.

Nanking, Aug. 15.

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TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kutsang	Tues 19th Aug at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Hosang Yuensang	Sun 31st Aug at 7 a.m. Sun 7th Sept at 7 a.m.
TO SANDAKAN	Mainsang Hinsang	Mon 25th Aug at noon. Fri 5th Sept at noon.
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## THE LOK MA CHAU TRAGEDY.

(Continued from Page 2.)

being sounded in the day-time it was the duty of those at the station to fall in in the charge-room. Witness did not do so on this occasion because he saw the others stampeding. They had had practice alarm drills at the station before the affair, the last one being about a month before.

### Hid in Seamen's Quarters.

Man Tim, cook to the Chinese staff at the station, was the next witness. At about 5 p.m. on July 21, he was alone in the cook-house boiling rice. The cook-house was off the compound. He was sure that Seaman W167 was not there with him. He did not see the man anywhere about. Suddenly witness heard two shots fired and he bolted straight for the barracks and hid in the seamen's quarters. He did not see anyone in the compound. On entering the quarters witness shut the door behind him. He did not see the Station guard before he shut the door.

A man with 11 years' service at Lok Ma Chau Police Station was Man Kam, Station cook, who was next called. He said that at about 5 p.m. on July 21 he was boiling tea in the Chinese cook-house. There were two other Chinese there, but he could not say who they were. When he heard two shots witness ran across the compound to the store-room. He did not notice anyone in the compound as he went through.

The Coroner: Why were you in such a panic?—Because of the firing.

Why should the firing frighten you?—I did not know what was happening! I stayed in the store-room until the rescue party came.

Cheung Man-wai, the Station interpreter, said that when the trouble started at about 5 p.m. on July 21 he was in his quarters,

the end room over the compound. His wife was with him. The door was open. Suddenly he heard two shots fired outside the station. Simultaneously, he saw three or four Indians rush into the compound through the back gate. Only one of these Indians was in uniform. He was the Station guard. Witness did not notice if anyone else was armed besides the guard. They all ran towards the charge-room. He did not see any more of them after they went past his quarters. Next he saw Indian constable B9 in the middle of the compound. He was walking quickly, bending forward, with both hands held to his stomach. He fell down. After this witness locked the door of his quarters and did not see anything else.

### Champion Slow Walker.

Questioned by the Coroner, witness stated that before he saw B9 he heard one or two more shots. After he had locked the door there were five more shots. These seemed to come from the direction of the main building. They were fired at a few seconds' intervals. Witness was very frightened and hid under the bed with his wife. He heard some more shots until as late as one or two hours after dark.

The witness was quite indefinite in his estimation of time and caused the Coroner to comment severely on his calculations. When asked how long after the first shots were heard the alarm bell was sounded, witness replied that it was after an interval of about five minutes. The Coroner pointed out that evidence had been given that the alarm bell had sounded immediately and witness altered his statement to seconds.

The Coroner pointed out the great difference between the two statements and then asked: Assuming it was the Indian's duty to go straight to the alarm and ring it, was there, in fact, any delay? The replies given by the witness were indefinite and when his Worship asked how long it would have taken witness to walk to the alarm

bell, witness said about three minutes.

His Worship: You are the champion slow walker of the world. An ordinary person could not conceivably take any more than 20 seconds. It seems very clear you are incapable of calculating time.

Continuing witness said that his orders were, when the alarm bell went to attend to the telephones in the charge room.

The Coroner: Why did you not follow out your orders?

Witness: Because shots were fired from the main building.

When the shots were fired from the main building? No shots were fired from the main building when the alarm went.—Yes.

### Interpreter Was Afraid.

You say that shots were fired from the main building when the alarm was going?—They were being fired when the alarm was going.

Just because shots were being fired you didn't go? You were too afraid, presumably?—Yes, sir, I was afraid, sir.

Mr. King: You had practice alarms at Lok Ma Chau?—Yes.

Can you remember when the last one was?—I cannot remember.

About how long?—About a week before was the test.

How often did they have the alarm practices?—Once a week.

Coroner: Sometimes at day and sometimes at night?—Yes.

Mr. King: When practices are held there's always a European officer in the Station?—Yes.

The next witness called was Gurbukh Singh, B722, who was on Station guard duty. Witness said that he was transferred to Lok Ma Chau in May 1929 and was due for transfer again, although he had up till then heard nothing. He knew Dalip Singh, B643, who went to the Station in May this year. The man was on friendly terms with the other Indians at the Station and never seemed depressed or unhappy, nor had he grumbled or complained of anything. He was not annoyed at having been sent to the Station.

(Continued on Page 11.)

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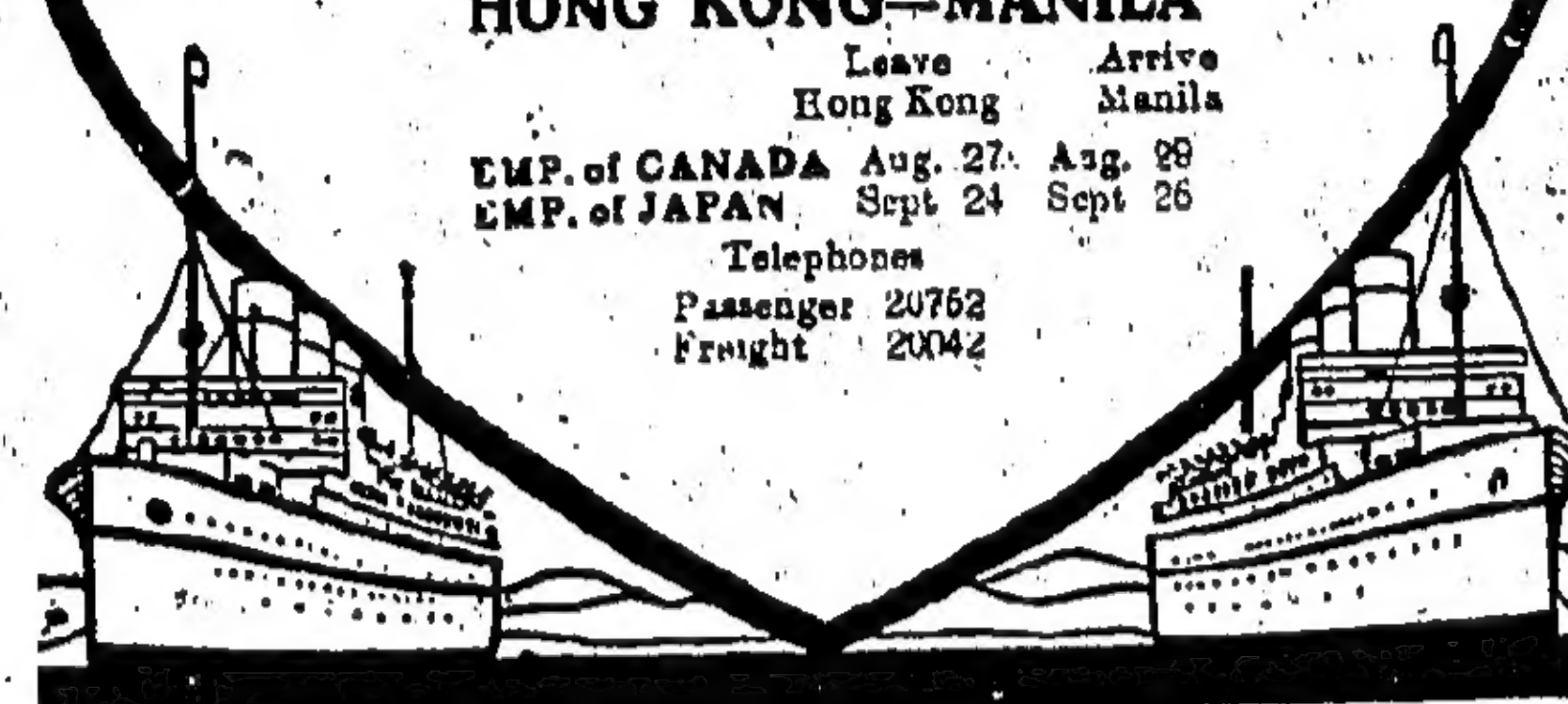
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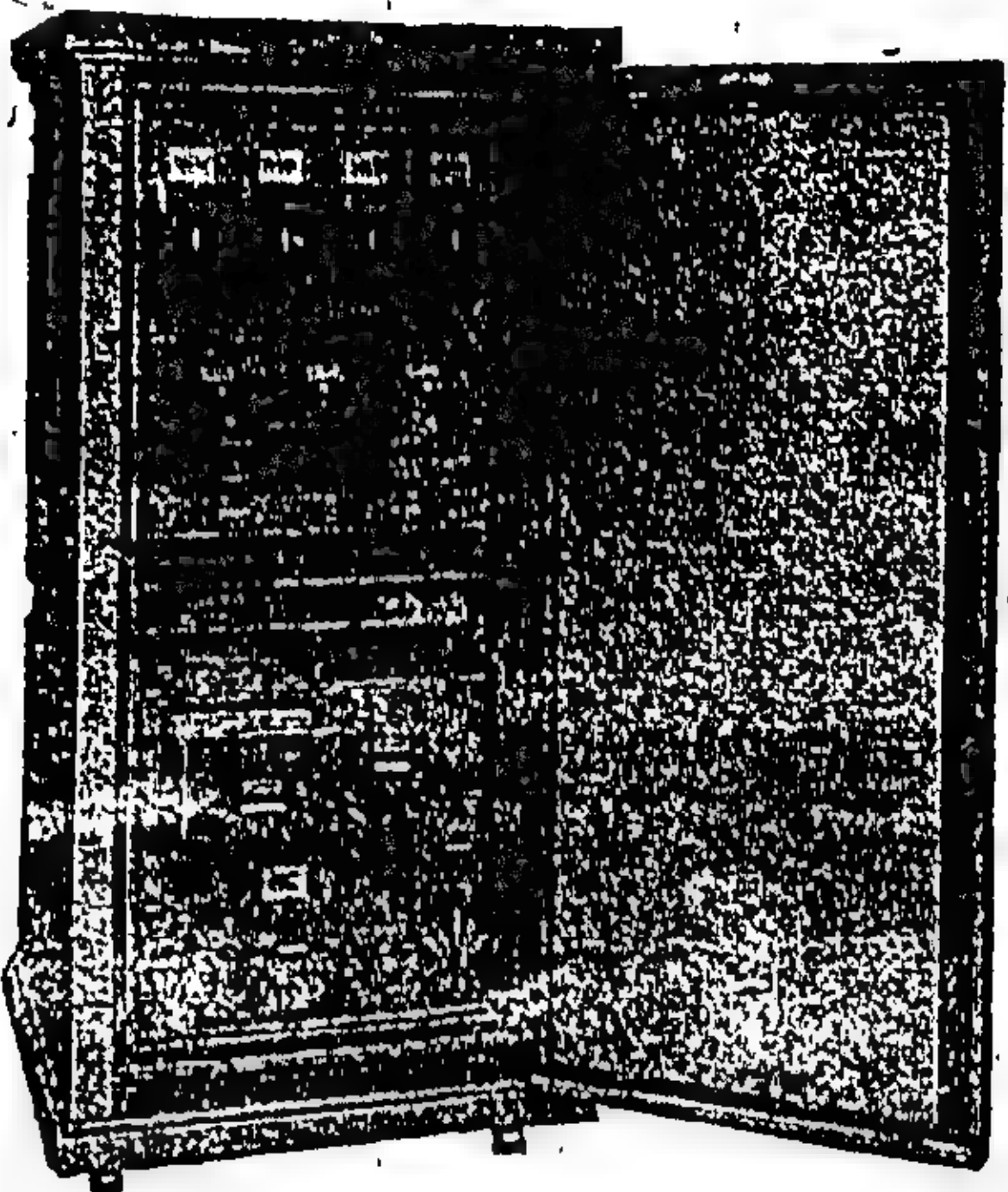
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Asuta Maru ... Tuesday, 23rd Sept.  
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THE LOK MA CHAU  
TRAGEDY.

(Continued from Page 10.)

Speaking of July 21, witness said that he was on guard duty from 4 p.m. to 8 p.m. near the steps leading down from the Station. He was standing and both Gurdit Singh and Dalip Singh were sitting under the trees chatting near the back gate, the other Indian officers being inside barracks. The Coroner: Had either of these two got their rifles with them prior to 4.30 p.m.?—No, I did not see them.

Witness said that shortly after 4.30 p.m. he saw Dalip Singh go into the compound. Dalip Singh was saying that on the return of the European Sergeant he would obtain leave to visit the village.

The Coroner: Did you see him go out again?—No.

You did not see him go out of the compound?—No.

Patrol Instructions.

You were Station guard and you never saw him at all?—I didn't see him go out of the back gate.

Well could he have gone out of the back gate without you seeing him?—Yes.

Although you were walking to and fro just there?—I did not see him go out.

How is it possible if you were walking up and down there?—I did not pay attention.

Mr. King (to the Coroner): There's another gate in front of the Station.

The Coroner (to witness): Now you say that up to the time that the shooting started you did not see Dalip Singh again?—No, I did not see him at all.

The "boy" said that some minutes, about ten minutes, after 4.30 p.m. he (Dalip Singh) was sitting by the flag staff cleaning his rifle?—No, I did not see him. It is incredible that you did not see him?—I did not see him.

Did you go on your patrol or did you sit down?—I walked four or five paces in each direction.

Could you see the flag staff?—I could not see the flag staff.

Was it in your duty to patrol right around the Station?—It is the common practice that we walk

Is it or is it not your duty to patrol right around the Station?—We have had no such instructions. You had no orders to patrol right around the Station?—No.

Question of Marksmanship. He heard a shot and went to the corner of the Station from where he saw Sergeant Madgwick walking up the path firing at Dalip Singh. Witness was 15 yards away from B543 and he emptied his revolver, six shots, at him, but none appeared to take effect.

Mr. Lindsell: Have you passed a revolver test lately?—Yes, about a month back I passed the preliminary test with 85 points.

What was the maximum? Did you gain a first, second or third class pass?

Mr. King explained that the revolver tests were not graded like the musketry classes. He understood that the maximum number of points in this test was 110 or 120.

Mr. Lindsell: Then he fired six shots at a man lying down at a range of 15 yards and didn't hit him, yet a month before he passed a test with 75 per cent points. How do you explain that?

Witness: I was in a hurry and so excited I didn't take proper aim.

Continuing witness said that Dalip Singh then fired a

shot at him and he rushed across the compound to the station and rang the alarm switch. He then went back to the grille at the compound door, half closed it and reloaded. Looking through the half closed door he saw Chajia Singh lying on the ground. He heard three or four more shots and then Dalip Singh came into the compound. He fired two shots at the station and then ran to the stone stairs outside the station but inside the compound.

"An Obvious Lie."

Witness fired another six shots at Dalip Singh as he crossed the compound reloaded and fired a further six shots as he went up the stairs. None appeared to take effect.

Mr. Lindsell: That's an obvious lie. It's impossible to fire six shots, reload and fire another six while the man was crossing the compound.

Gurbukh Singh went on: I closed the compound door, locked it and secured the key. Then I went to the barrack room and roused Sergeant Jewan Singh and Constable Phuman Singh, who were asleep.

Mr. Lindsell: You were within a few feet of them, fired 12 revolver shots and didn't wake them?—No, I fired only seven.

But they were still asleep?—Yes. They put on their boots and took arms. I telephoned to Tai-po station at 5.10 by the charge room clock.

The Magistrate: What language did you speak?—Chinese.

What did you say?—"Lok Ma Chau, to ma chi" (shooting bullets).

That's not Chinese, commented Mr. Lindsell. How do you account for the fact that the telephone clerk at Tai-po says the message was not received until 5.45?—The clock must have been slow.

The Chinese at Tai-po did not seem to understand what I said. I reported to the Indian Sergeant, who took our stands at the window. Gurdit Singh, P.C. B.553, having come from his room. I did not notice if the Lewis gun was in the charge room.

Mr. Lindsell: Can you explain how Dalip Singh managed to come down and take the Lewis gun away?—He must have taken it before 4.30 and planted it outside the station.

Inquiry Adjourned.

Questioned by Mr. King, witness said that when the first shot

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Nanking, Aug. 15.

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was fired B553 was with witness outside by the tree. When witness had finished firing with his revolver he looked around and saw that B553 had disappeared.

When B553 came to witness' barrack room he had his rifle with him so he must have gone to his own barrack room first. Witness stayed in his barrack room until 7.30 p.m. and then they all went out together. This was because they heard some one at the Married Quarters call out "Come out all who are alive in the Station."

They went through the kitchen door. B9 was lying in the alleyway just outside this door; he was apparently dead. Witness was the first to come out and as soon as he stepped out a shot was fired; apparently by the rescue party.

Asked if he had gone out at 6.30 p.m. witness said he had and that he went out by the same door. He walked through the compound and had a look around. He went as far as the compound gate and just outside the gate he found Sergeant Madgwick's revolver, which he picked up.

He had gone out to see if he could locate B543 and also to find out if the rescue party had arrived. He did so of his own accord.

The Coroner: Apparently no one dared to go up stairs?—No.

Why? Four of you armed, against one?—The party outside was firing at B543 and had we gone up we would have got the fire.

At this point the hearing was adjourned until Wednesday at 2 p.m. and to be continued on Friday afternoon.

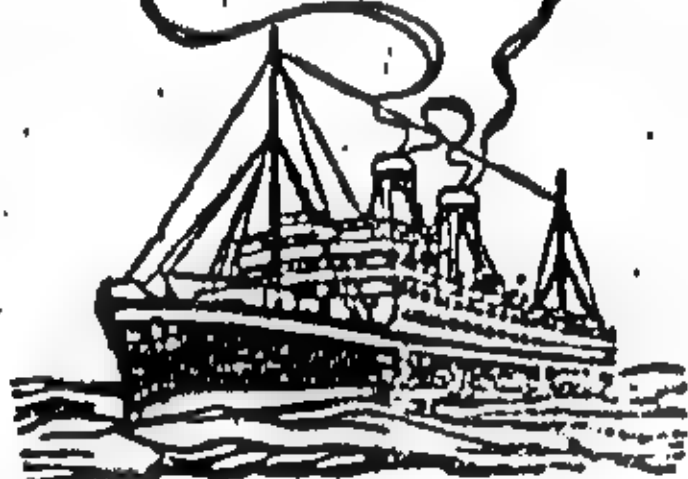
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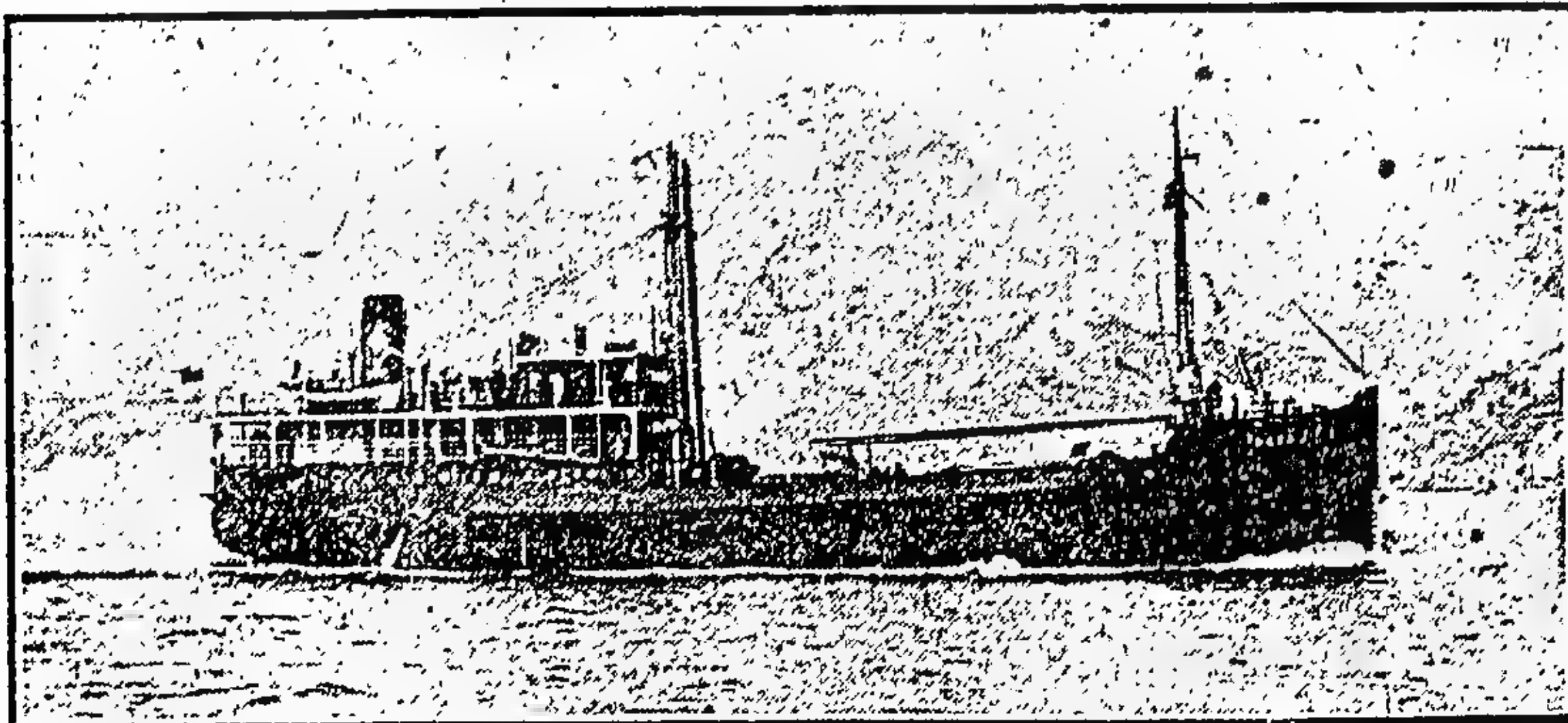
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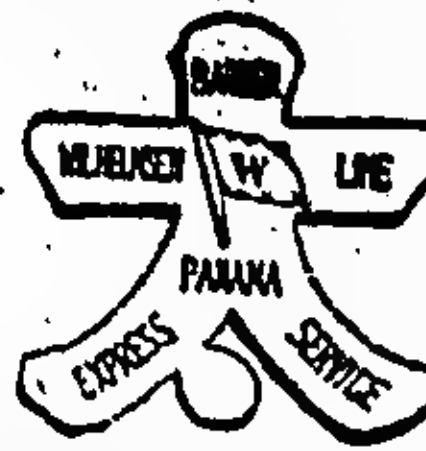
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SHIRALA	7,041	4th Aug.	Amoy, S'hai, Moji, Kobe & Osaka
KASHGAR	9,005	29th Aug.	S'hai, Moji, Kobe & Yok
*BERRIMA	—	31st Aug.	Shanghai & Kobe
TAKADA	6,949	31st Aug.	Amoy, Moji, Kobe & Osaka
MALWA	10,980	12th Sept.	S'hai, Moji, Kobe & Yok
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In return for the visit of the Canton Boy Scout Contingent some time ago, the 16th. Hongkong (Catholic Cathedral) Group of Boy Scout left last night for Canton. The party consisted of over fifty Rovers, Scouts and Cubs, together with their Group Chaplain, Rev. Fr. E. Teruzzi, and Scoutmaster, D. W. Luke. They will be staying at the Catholic Cathedral at Canton. Sports have been arranged and the party will be staying at Canton for six days, returning on Thursday next.

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### DUTCH EXPLORERS SUCCEED.

MAP OUT GLACIER REGION OF HIMALAYAS.

#### WONDERFUL FEAT.

Srinagar, Aug. 15. The Dutch Expedition to Karakorum, led by M. B. Visser, has arrived safely after great difficulties, owing to storms, intense cold and heavy snow.

Owing to the non-arrival of supplies on the appointed date, the Expedition was obliged to return to China, but its second attempt to cross the Karakorum Pass was successful.

The Expedition mapped out the whole of the unexplored and most dangerous glacier region to the west of Shyok and Kashmir. Many glaciers were surveyed and the Expedition's two-year programme successfully completed.—*Reuter*.

Karakorum is the name given to the Mustang range in the Western Himalayas, being that part of the Himalayas which lies to the west of the Indus and extends as far as the head of the Gilgit Valley. It embraces some of the loftiest peaks in the Himalayan system, Dapsang being 28,700 feet high.

The name is appropriate to the Pass of 18,550 feet, which is the culminating point of the route between India and Eastern Turkey.

### ALLEGED THEFT OF N.A.A.F.I. FUNDS.

SERIOUS CHARGE AGAINST EUROPEAN CLERK.

A charge of larceny, involving a sum of \$2,350 alleged to have been stolen on various dates during the past three months, was brought against Fitz Edward Schuster, a clerk employed in the N.A.A.F.I., before Mr. Lindsay at the Central Police Court this morning.

The defendant was accused of having stolen the money in various sum on different dates between May 26 and August 15, the money belonging to the N.A.A.F.I.

Mr. G. S. Hugh-Jones was for the complainants and Mr. Horace Lo for the defendant.

Mr. Hugh-Jones:—I am asking for one week's remand, your Worship.

His Worship:—Any objection, Mr. Lo?

Mr. Lo:—No objection; bail, I understand, has been fixed at \$5,000.

His Worship:—Bail has been found. Bail as before. Remanded this day week at 10 a.m.

### EXCHANGE RATES.

	London, Aug. 15.
Paris	123.55
Brussels	34.84 1/2
Amsterdam	12.09
Berlin	20.39 1/2
Copenhagen	15.16 1/2
Vienna	34.44 1/2
Helsinki	193.7 1/2
Lisbon	108 1/2
Bucharest	918
Buenos Aires	41.1 1/2
Shanghai	1/6 1/2
Yokohama	2/0 11/32
New York	4.87 1/2
Geneva	25.04 1/2
Milan	32.97
Stockholm	18.12 1/2
Oslo	18.16 1/2
Prague	16.44
Madrid	45.20
Athens	375
Rio	5.1 1/2
Bombay	1/5 1/2
Hongkong	1/3 1/4
Silver (spot and forward)	16.3 1/2

—*British Wireless*—

### LEAGUE OF NATIONS ASSEMBLY.

PERSONNEL OF DUTCH DELEGATION.

The Hague, Aug. 15. The Netherlands delegation to the Assembly of the League of Nations at Geneva will include Heer van Blokland, Foreign Minister; Heer Loudon, Minister at Paris; and Heer Colijn, former Finance Minister.—*Reuter*.

It is advertised that Messrs. Arnold and Co. Ltd., have decided to terminate the Agency of the Manufacturers' Life Insurance Co. The office of the Manufacturers' Life Insurance Co. is situated at 1b, Chater Road. Mr. E. J. R. Mitchell is the District Manager.

The friends of Mr. Noel H. F. Prew B.A., of Los Angeles, formerly of the Diocesan Boys School, will be interested to learn of the announcement in Los Angeles of his engagement to Miss Phyllis Kemble, daughter of Mr. and Mrs. A. J. Kemble, of Beverly Hills, California.

### FALL OF TSINAN DESCRIBED.

(Continued from Page 1.)

General Chan Ming-shu, the Civil Governor of Canton.

Later in the day the Nationalist Headquarters at Taian received messages of the successful offensive at Kiehshou, and General Liu Chi immediately sent several regiments of the First Nanking Division to march towards Tsinanfu, exploiting the Nanking success.

#### Consuls' Advice.

Yesterday evening, while the Nanking vanguard was bombarding Tsinanfu suburbs, the foreign consular authorities conferred with the Shansi military Commanders and advised them to retreat immediately the following morning to save foreigners and Chinese from undue danger.

The Consuls stated that on account of the rapid advance of the Nanking troops, any further delay in the Shansi retreat might result in the interruption of railway communication between Tsinanfu and Tientsin, as plain-clothes Nanking troops were said to have arrived near Tsinanfu. The Consuls advised the Shansi leaders to effect a peaceful turn-over and to retreat while the railway situation was normal.

#### Rapid Retreat.

This morning all the Government offices at Tsinanfu were closed, with the Shansi troops retreating rapidly towards Tehchow, situated on the Shantung-Chihli frontier. The Nanking Commanders report that it is anticipated that the last of the Shansi soldiers will leave the vicinity of Tsinanfu this evening.

The main body of Nanking troops has made all preparations to enter the city to-morrow. So far it is learned that no foreign residences have been looted. The Japanese Consular authorities have reported to Shanghai that the Shansi troops behaved in commendable manner when they retreated and preserved peace in the city to the last minute.

#### Important Success.

Nanking, Aug. 15. An official communique states that the Government troops recaptured Tsinan this morning, and the Northerners are now fleeing northward, leaving behind large quantities of ammunition.

On the Lung-Hai front Feng Yu-shiang's left wing was badly defeated by the Government forces early this morning. The capture of Chengchow and Kaifeng is expected shortly.—*Reuter*.

### DOUBLE CENTURY FOR WHYSALL.

(Continued from Page 1.)

Yorkshire went in again and made 65 for the loss of no wickets.

Somerset v. Warwick.

In a law scoring match Somerset won by five wickets. Warwick made 185 when they opened the match and Somerset replied with 145. Robertson-Glasgow took five of the Somerset wickets for 47 and Mayer five of the Warwick wickets for 38. Going in again Warwick made 145, Robertson-Glasgow this time taking five for 37. Somerset got the necessary runs for the loss of half their wickets, their final score being 189 for five.

Hants. v. Middlesex.

There was a decidedly exciting finish at Southampton where Hampshire scraped home by one wicket. Middlesex declared at 324 for seven wickets in their first innings when Kennedy took four wickets for 59. Hampshire replied with only 191, Haig taking four for 60. Middlesex, however, were unable to repeat their previous batting form and the whole team was sent back the second time for 126. Hampshire went in again and made the necessary 260 runs with one wicket still to fall.—*Reuter*.

#### To-day's Matches.

England v. Australia (Fifth Test Match) at the Oval. To be played to a finish to decide the rubber.

Middlesex v. Northants. at Lord's.

Essex v. Sussex at Southend.

Hampshire v. Somerset at Portsmouth.

Kent v. Lancashire at Dover.

Derbyshire v. Glamorgan at Derby.

Gloucester v. Leicester at Cheltenham.

Yorkshire v. Nottinghamshire at Bradford.

Warwick v. Surrey at Birmingham.

### HELEN'S STATUS INVOLVED.

\$4,000 BEQUEST TO MRS. WILLS-MOODY.

#### "PRO" ISSUE RAISED.

New York, Aug. 15. A bequest which might make Mrs. Helen Wills-Moody a professional player is providing an unusual problem for the United States Lawn Tennis Association.

The late Californian Senator, Mr. J. D. Phelan, left Mrs. Wills-Moody \$4,000 "in appreciation of her winning the tennis championship for California," and it is this bequest which is involved.

Interviewed by *Reuter's* correspondent, Mrs. Wills-Moody said the bequest would not affect her tennis career.

An official of the Lawn Tennis Association suggested that the position was parallel to the case of the golfer, Bobby Jones, who was offered a house by the people of Atlanta, Georgia, but who declined to accept it.

A leading member of the Amateur Rules Committee, however, has indicated that it would be going too far to compel Mrs. Wills-Moody to decline the bequest by threatening to make her a professional.—*Reuter's American Service*.

### RIDDLE SOLVED BY A CRASH.

PAMPHLETS IN WRECKAGE BETRAY PILOT.

In the wreckage of an aeroplane which crashed in the St. Gothard military area packages of anti-Fascist leaflets were found.

The pilot, Signor Buzzolesi, an Italian advocate living in Paris, who received a broken leg and was taken to hospital is to be tried for having passed over a prohibited area.

Earlier a mysterious aeroplane appeared over Milan, and packages of pamphlets worded:

"Justice and freedom: we want Italy free and republican," were dropped.

After circling the city for fifteen minutes, the machine made off, hotly pursued by military aeroplanes.

Buzzolesi's machine had entered Switzerland at Geneva and proceeded in the Canton of Ticino, where it refuelled and apparently took on board the pamphlets which were afterwards dropped on Milan.

The accident occurred during the return journey and the crash as the machine came down on the rock was heard by the monks of the St. Gothard Hospice.

Discovery of the pamphlets followed the departure of the pilot for hospital, and the Swiss military authorities seized them and the wreckage of the machine, which belonged to the proprietor of an aviation journal published in Paris.

### DANGERS OF TIGHT HATS.

CAUSE OF SKIN DISEASE AMONG WOMEN.

A skin specialist of Brighton, Dr. Twiston Davies, reports in the current issue of *The British Medical Journal* that he has been seeing several cases of skin disease in women which he is inclined to think are due to the modern type of tight hat.

It apparently occurs, he says, only in the case of women of 35 years or more who have bobbed or shingled hair, and who have also a coarse, greasy type of skin.

The affection takes the form of a pigmented band, more or less continuous according to the shape of the head, tying horizontally across the upper part of the forehead. The area affected is about half an inch in width and in summer might be mistaken for the effect of sunburn, but close examination shows that this is not the case, and it persists into the winter months often forming a conspicuous disfigurement.

Dr. Twiston Davies attributes this condition to the way in which women tend to wear their hats further back than men, and owing to the shape of the head and the state of the hair this means a very tightly fitting hat-band.

The condition is, apparently, troublesome to treat, never altogether disappearing, and obviously prevention is the best means of cure. Some other method of fixing such hats will have to be devised, or alternatively hats must "come forward" again.

### DOUBLE ATTRACTION!



Loveliness on a tropical isle—Why the boys would walk a mile

## South Sea Rose

Starring Lenore ULRIC

with CHARLES BICKFORD  
KENNETH MACKENNA  
TOM PATRICOLA  
FARRELL MACDONALD

Aristocrat and outcast, sea rover and native... every bold adventurer on that tropical island hungered for hot-blooded Rosalie. But the man who would win her fiery love must carry her half way around this world

Directed by ALLAN DWAN  
presented by William Fox

CYCLONIC-FURIOUS-PULSATING.

AT THE  
**QUEEN'S** Final Showings To-day  
At 2.30, 5.10, 7.15 and 9.20.

AT ALL PERFORMANCES

## "The MONTMARTRE FOLLIES"

LATEST SONGS—DARING DANCES  
BY A COMPANY OF TALENTED ARTISTES  
AN ENTIRE CHANGE OF PROGRAMME

## LILLIAN GISH

in "The Scarlet Letter"

AT THE  
**WORLD** Final Showings To-Day  
At 2.30, 5.15, 7.15 & 9.20

WARNER BROS.

## Dolores Costello

in "The REDEEMING SIN"

with Conrad Nagel

LIONEL BELMORE • PHILIP DE LACY  
GEORGE FLORE • NEVA QUARTARO  
Directed by HARVEY GATELY



A Warner Bros. Production

See the Sin of Sins—the Redeeming Sin!

AT THE  
**STAR** Final Showings To-Day  
At 2.30, 5.30 & 9.20



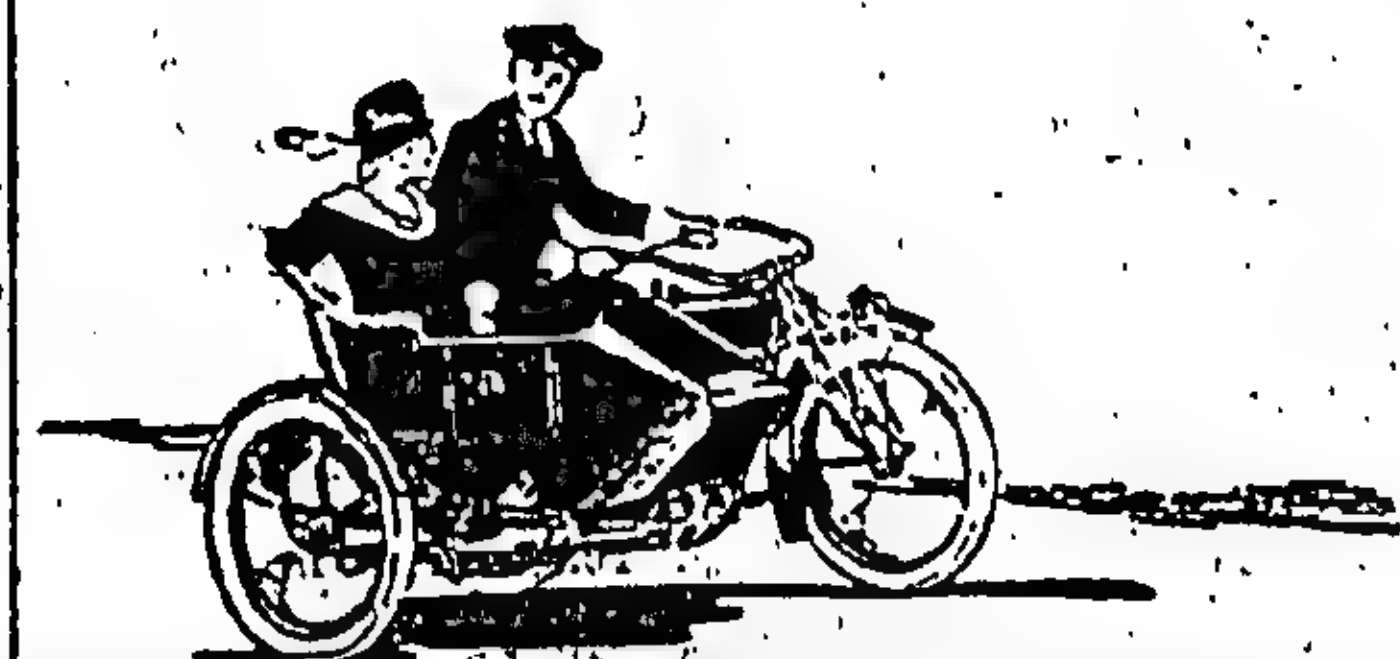
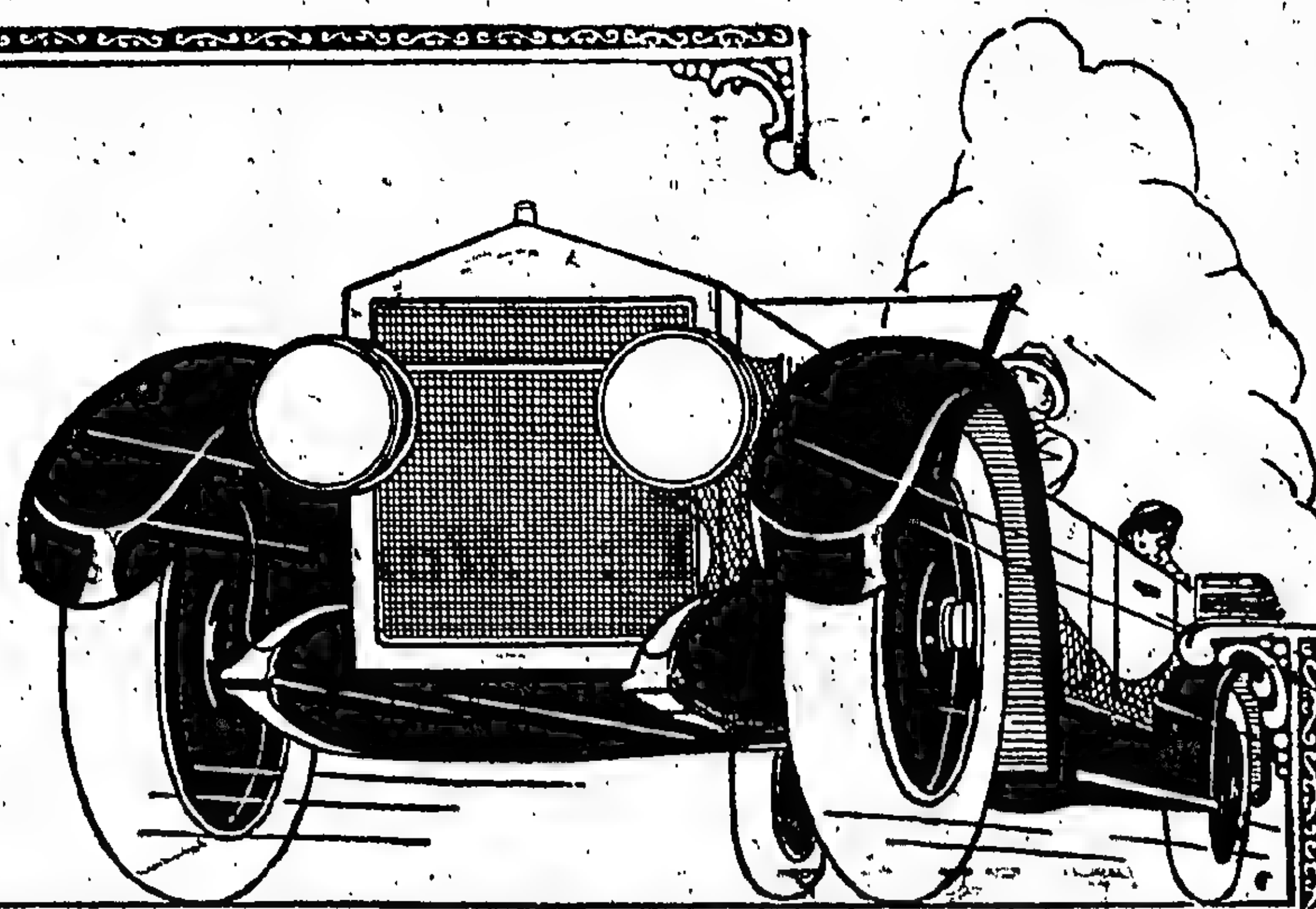
# MOTORING SUPPLEMENT

OF

THE HONGKONG TELEGRAPH

SATURDAY, 16th. AUGUST, 1930.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## HONGKONG MOTOR ACCESSORY COMPANY

specialises  
in all kinds of  
ACCESSORIES  
and  
SPARE PARTS  
Electric horns. Body polish  
Brake lining. Hand jacks  
Lamp bulbs. Foot pumps  
Tire patches. Wrenches  
As. &c. &c. &c.  
"GORMAN"  
and  
"LUCAS"  
storage batteries  
suitable for all motorcars, cycles  
and radios.  
ALL AT ATTRACTIVE PRICES  
Call and inspect,  
Bank of Canton Bldg. Tel. 20877.

## CURRENT COMMENT

Tributes to "Shell."

The following cable was received during the week by the Hongkong office of the Asiatic Petroleum Company (China), Ltd., from the firm's headquarters in London:—

"The second international European Air Contest including 5,000 miles circular tour of Europe through Germany, France, England, Spain, Switzerland, Austria and Poland won by Morzik on German B.F.W. low-winged cabin monoplane fitted with 100 horse power Argus engine again using Shell Aviation Mixture and Golden Shell Oil. Poss was second and Notz third, both using Shell Aviation Mixture, flying Klemm low winged cabin monoplanes with same Argus engine. All of the above pilots were German. Although disqualified for technical infringement, A. S. Butler the British pilot flew the circular course at the fastest average rate of 112 miles per hour on Shell Aviation Mixture, his machine being a Gypsy Moth equipped with two engines. Butler also did the fastest time, 129.70 miles per hour in the King's Cup Race on 5th July, using same machine and same fuel."

Vehicular Ferries.

The official information given in the Telegraph on Tuesday, that the Secretary of State for the Colonies has given official sanction to the Hongkong Vehicular Ferry project, was a most gratifying item of news. There is no need to reiterate the many points we have made in favour of such a scheme, it being sufficient to express the hope that there will be no undue delay in starting the project. We would touch on one aspect and that is that the original suggestion mentions double-ended ferry boats capable of carrying twelve five-seater cars and passengers. It may be that the working is somewhat ambiguous, although it would be most unfortunate were passenger cars only allowed to use the ferries. Provision must most certainly be made for trade vehicles, for we imagine that they would form a large percentage of the total number of vehicles carried, quite apart from the facility offered in the economical transportation of cargo.

New Fiat Models.

An advertisement elsewhere in this issue calls attention to two new Fiat models which will arrive in the Colony shortly. We have seen specifications and illustrations of these cars, and they certainly appear to be attractive in every way. The prices are most moderate.

The King of Spain.

The King of Spain, accompanied by His Grace of Alba and Berwick, Foreign Secretary of Spain, today paid an informal visit to the Headquarters of the Automobile Association, and spent an hour studying the details of the vast organisation which serves over 30,000 motorists.

His Majesty was especially interested in the A.A. service for touring in Spain, and declared Spain's intention to develop the excellent system of highways instituted at great cost during the past five years.

His Majesty requested that he might be enrolled as an A.A. member and graciously accepted an A.A. badge for his car.

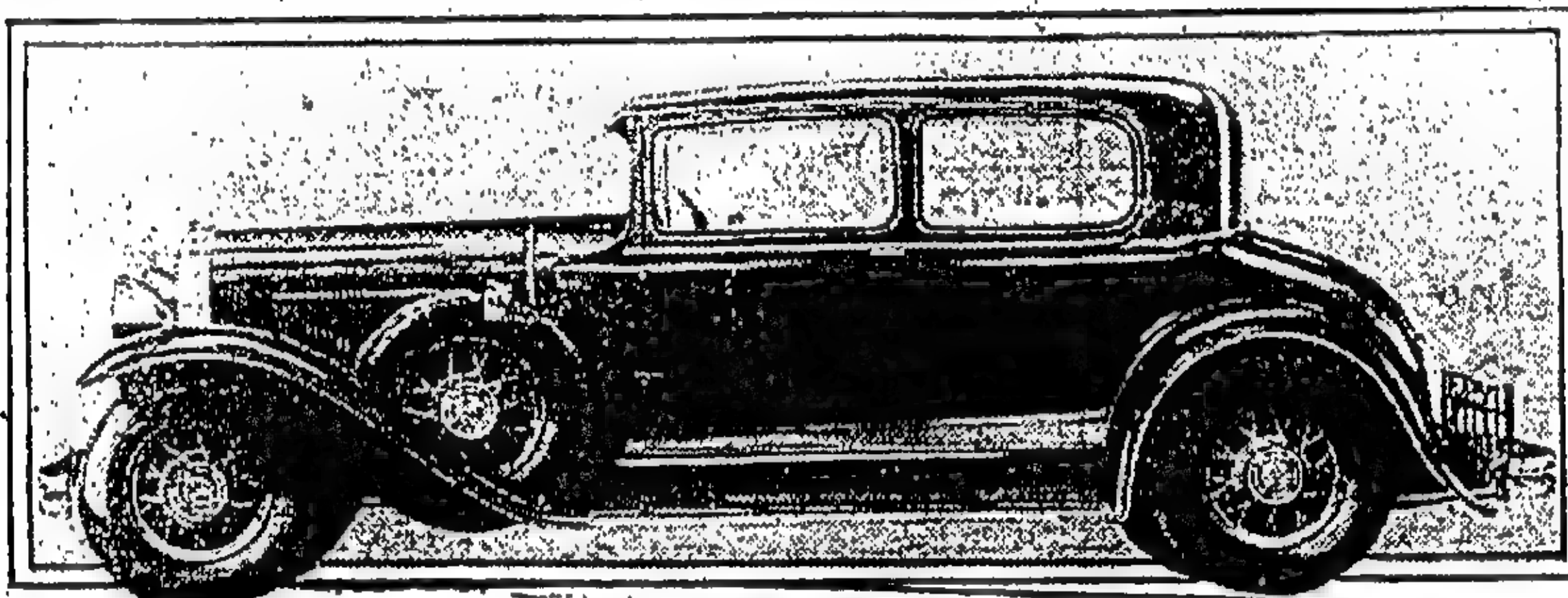
Jowett Cars.

The famous little Jowett cars are proving their fettle in Hongkong, as they have done in other

## LATEST BUICKS AS STRAIGHT EIGHTS.

[Special Report to the Hongkong Telegraph.]

[By Israel Klein.]



Flint, Mich., July 26.—General Motors has gone "straight-eight" with the introduction to-day of the new 1931 Buick.

Thus departing from its V-eight practice, as exhibited by Cadillac, LaSalle, Viking and Oakland, this great corporation accedes to the popularity of an engine type that had been growing for several years. But it retains one feature that has set Buick apart from most other cars—the valve-in-head engine.

The Buick six is gone and in its place come four series of eights, embracing 20 models, that are considered vast improvements over the former types. The prices range from \$1,935 to \$2,035, thus starting more than \$200 lower than the last lowest-priced six.

Outside of the significant change in type and size of motor, perhaps the most unusual feature about the new Buick is the retention of its 1930 lines. Only the interior of the body, and its intrinsic construction have been changed for the better, while the same type of radiator and hood, the same body lines, remain.

Has Easier Transmission.

However, the straight-eight engine isn't the only improvement on the new Buicks. Others include:

Synco-mesh transmission by which gears may be changed from second to high and high to second without clashing and at any speed. An engine oil temperature regulator which keeps the oil cool during hot weather and warms it up quickly in cold weather starting.

Dual carburetion for all but the smallest of the four new series.

A combined intake silencer and air cleaner which takes much of the noise out of the motor at the carburetor.

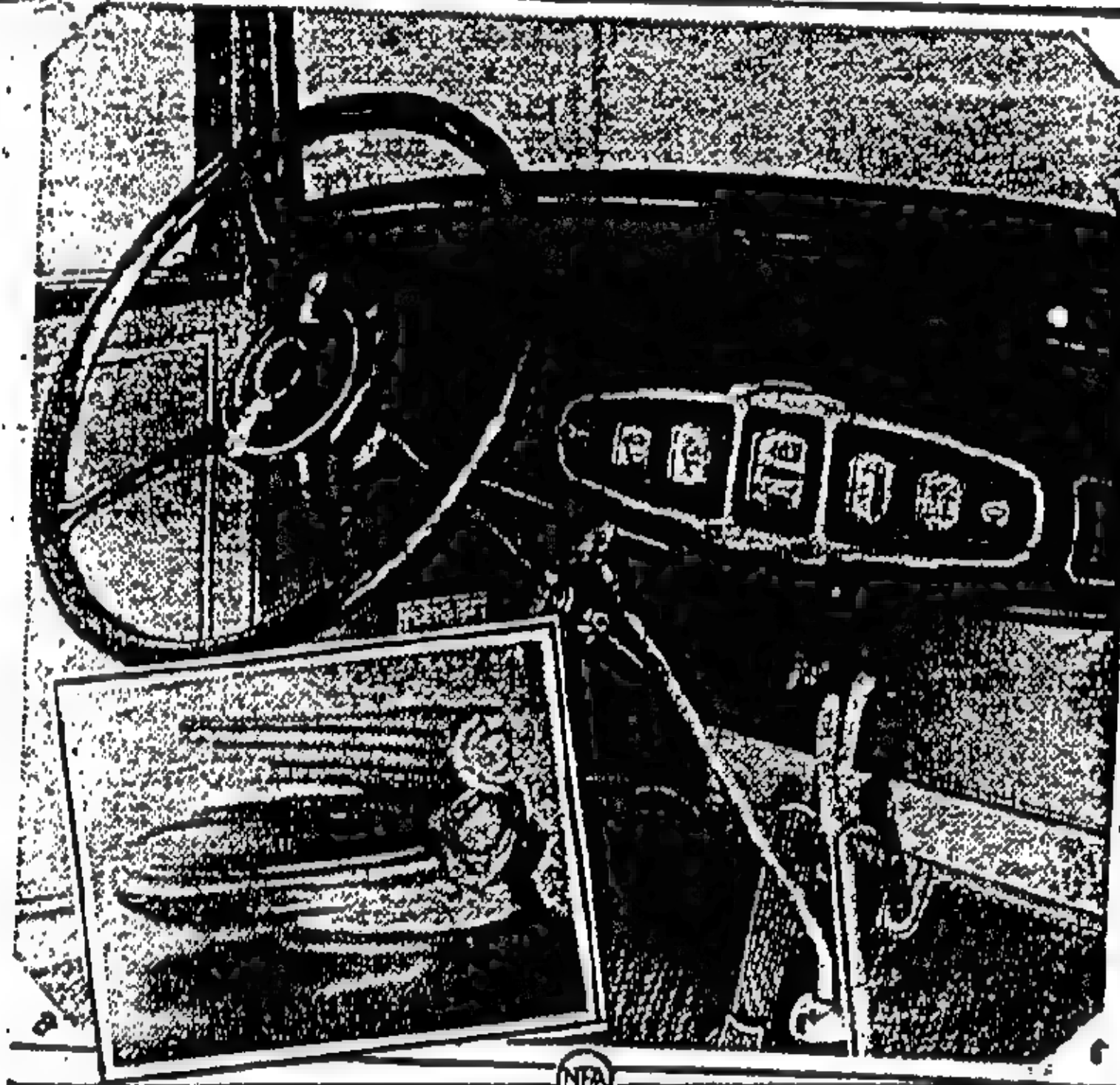
A new crankcase ventilating system.

Improved steering gears.

One-piece rear axle housing.

New clutches for smoother and more positive operation.

Four point rubber engine mountings.



New features of the 1931 Buicks are more under the hood than outside, but the five-passenger coupe above, the new instrument arrangement in the driver's compartment, below, and the swanky radiator cap design, inset, give an idea of the improvements in this new straight eight.

Double acting shock absorbers for the larger models.

Dual Carburetion.

The models range from the 8.50 on a 114-inch wheelbase and with a rated 76½ horsepower, through the 8.50 on a 118-inch wheelbase with a rated 90 horsepower, to the larger 8.50 and 8.90 models, having 104 horsepower and a speed of 80 miles an hour.

All but the 8.50 models, of which there are six, have dual carburetion, dual shock absorbers, synco-mesh transmission, and worm and roller type steering gears, while the smaller models are more of the former conventional type.

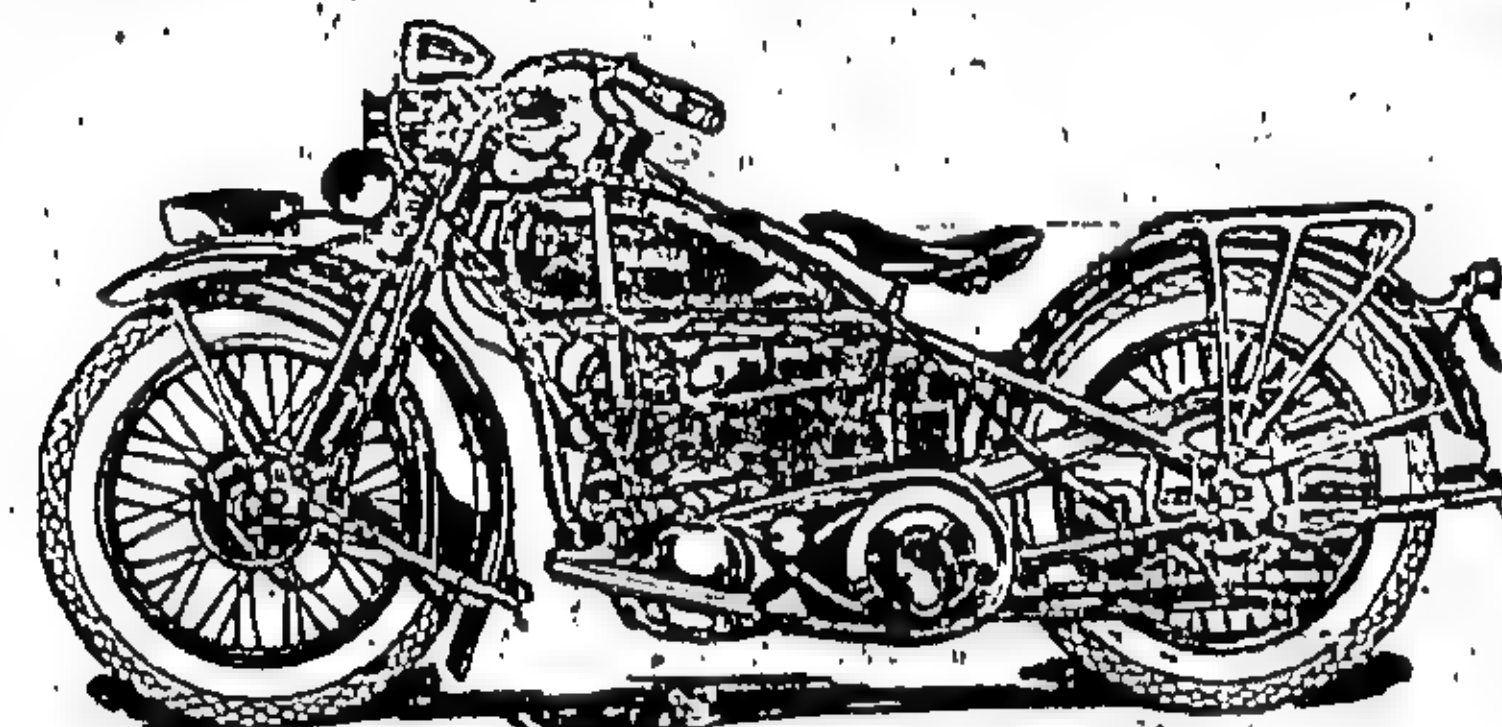
However, all series are sturdily built from the bottom up. The chassis has been strengthened considerably, from front axle to rear, and the bodies especially

have been built so that squeaks, rattles and breakings will be minimized.

For example, the body roof on all models, has been strengthened with the use of metal brackets instead of glued joints. Stronger brackets have been placed at the windshield posts and rear corners, while the shroud and windshield panels and the back and side-quarter panels are one piece.

Driven on any type of road, the new Buick proves its superiority over its predecessors—in smoothness, in lack of noise and vibration, in speed, pickup and practically all other riding qualities. There is hardly a sound from beneath the hood, for the Buick engineers have been able to achieve almost silent operation in the overhead valve mechanism, heretofore quite a problem in noise elimination.

## 1931 "Harley Davidson" Can be Cabled for Now.



SEE THE NEW MODELS EARLY.

The Gascon Motor Co.

2, KWONG WAH ROAD.

KOWLOON.

Tel. 56242

## MOTOR UNION INSURANCE CO. LTD.

Incorporated in England  
(Under the auspices of the Automobile Association)

SPECIALIZES IN MOTOR INSURANCE

For full particulars apply to:—

THE UNION TRADING Co., Ltd.  
York Building. Phone 27738.

## Observe.

The Jowett is the pioneer light car.

It is the cheapest to run.

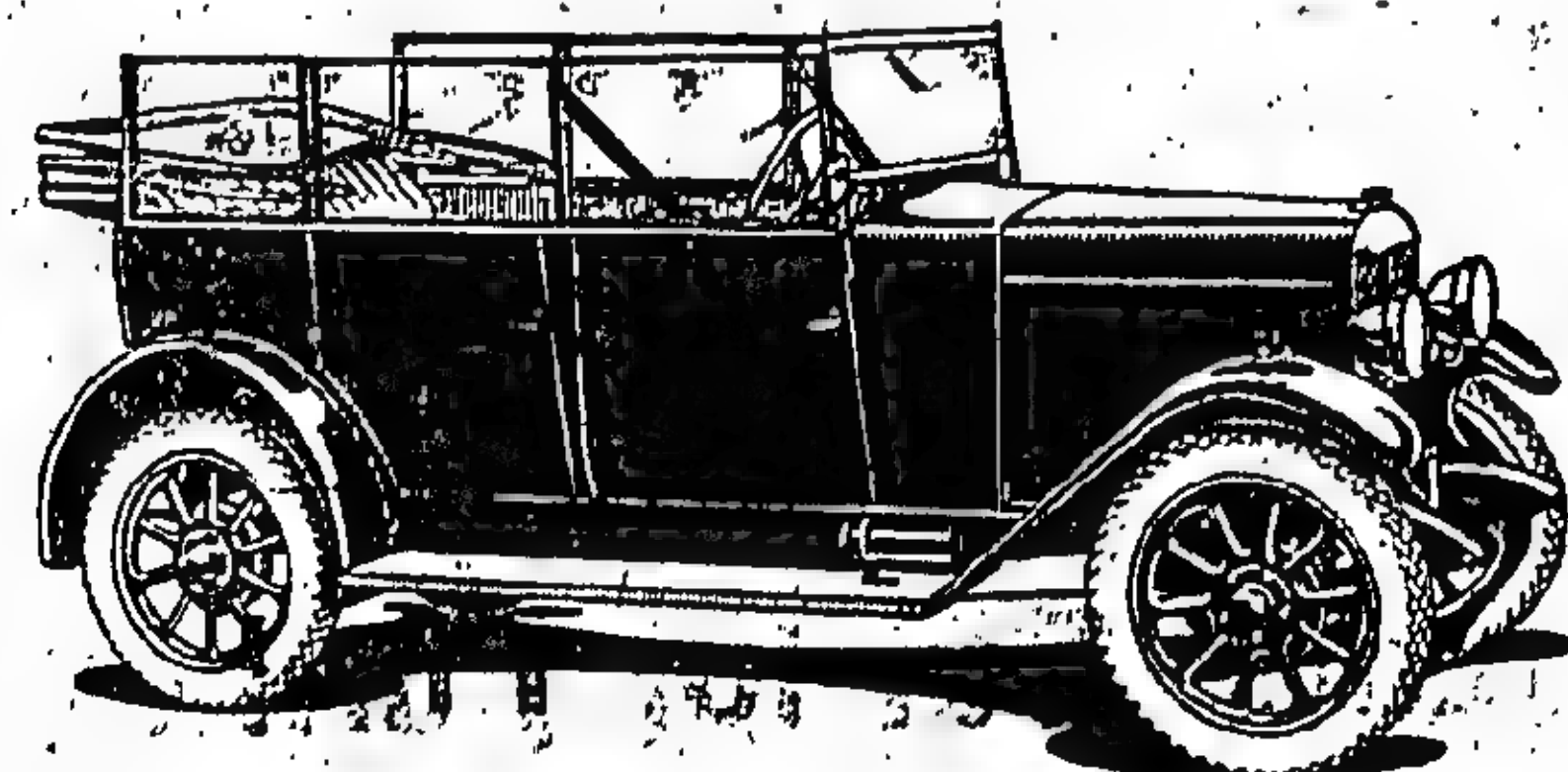
It lasts the longest.

Its second-hand value is high.

Its Price very attractive.

THEREFORE, IT SAVES YOUR MONEY.

It will carry you at 40 miles per hour all day long. (Its maximum speed is greatly in excess of this.) It will take you there and bring you back, its reliability being second to none.



Ask us for particulars of the  
Hire-purchase Plan.

IDEAL MOTOR CAR Co.

Corner Lockhart and Marshall Roads.

New Reclamation.

Tel. 28714.

LOCAL AGENTS.

## AUSTRALIA'S BIGGEST.

Grace Garage.

Situated in the basement of the new Grace Building, in Clarence-street, city, the Grace Parking Station is the biggest motor park on one floor in Australia.

Accommodation for 150 cars is available, and the station offers the usual services with equipment of the latest type.

parts of the world, and it may safely be said that they really do represent splendid value. Sturdy in the extreme, with a most efficient engine and surprising room, they give service in the truest sense at a most moderate maintenance cost. Further, every Jowett sold in Hongkong is backed up with adequate servicing facilities.

## IN S. AMERICA.

Thornycrofts Give Good Service.

## RESULT OF TRIALS.

The British Engineers Association draw attention to the recently issued report of the Bolivar Railway of South America which states that very successful results have accrued from the experimental services with Thornycroft motor vehicles as feeders to their railways.

This encouraging news offers immense prospects for the further use of Thornycroft vehicles in South America, employed in co-operation with existing railways, further to develop the immense tracts of virgin country beyond the present railway systems.

No doubt the remarkable example of the South African Railways is having its influence in other parts of the world. Less than 5 years ago, the Union of South Africa decided themselves to experiment with motor vehicle services rather than embark upon extensive capital expenditure for the extension of their present railways into new districts, and so quickly did the motor vehicles justify their employment, that more were put into service, until to-day the South African Railways are operating over 400 Thornycrofts, over an aggregate mileage which has increased to approximately 12,000, almost equal to the total mileage of the railway system.

South Africa has proved to the world that British motor vehicles, plus good organisation, can be a most profitable co-partner with existing railways for feeder services to develop new territories, and thus bring increased traffic to existing railways.

## SERVICE

—REAL SERVICE!

Latest Machinery.  
Expert Mechanics  
European Supervision

MAY WE SERVICE  
YOUR CAR?  
NO JOB TOO SMALL  
NO PROBLEM TOO INTRICATE.

MAIN SERVICE STATION  
10, CROSS LANE 23193  
WAN CHAI

THE PEAK 29208  
PEAK GARAGE

## IN CASE OF



## EMERGENCY

23193

Lane, Crawford, Ltd.

MODERN MOTOR SERVICE.

## PRATT & LAMBERT EFFECTO AUTO FINISHES



ALL COLOURS KEPT IN STOCK  
AS WELL AS THE NEW

FORD SHADES.

Arabian Sand, Dawn Grey, Niagara  
Blue and Gun Metal Blue.

W. S. MOSES & CO., LTD.,  
Sole Agents.



## SECOND INTERNATIONAL EUROPEAN AIR CONTEST

**FIRST: Morzik Malce**

**SECOND: Poss**

AND

**THIRD: Notz**

ALL THREE GERMAN PILOTS FLEW ON

# SHELL

*Aviation Spirit*

Captain A. S. Butler, the English Airman, using the same Spirit, flew the circular tour at the fastest average speed, but was disqualified for a technical infringement.

Distributors:—

**The Asiatic Petroleum Co., (S.C.) Ltd.**

ASIATIC BUILDING  
HONG KONG.

Announcing—  
THE MOTORING  
SENSATION  
OF THE YEAR!

# FIAT 514

FOUR-CYLINDER  
AND  
521C SIX-CYLINDER

Look Out for Further Particulars

**A. GOEKE & Co.**

4TH FLOOR.

CHINA BUILDING.

FIAT GARAGE.

LANCIA GARAGE.

87, Des Vaux Road.

152, Praya East.

### AVIATION VERSUS MOTORING.

Economic and Esthetic Comparison of  
Two Classes.

CHEAPER TO FLY THAN TO RIDE.

For years, the men in the aircraft industry have been dealing mostly among themselves, selling each other ideas, planes, and equipment. The industry is in a position, right now to supply planes which may be used for every purpose but still has to overcome the mistaken prejudice the general public has toward flying, writes a contributor to the New York Times. The boy who will be a grown man by to-morrow will adapt himself much more easily to the thought of flying because he has been born during the flying age. He will think no more of flying than of riding in an automobile or any other means of transportation.

Do not be surprised if very soon you see a tag on a plane with a statement by the manufacturer reading: "This airplane is guaranteed to fly for 300,000 miles. If you take the same care of it as you do of your automobile." The manufacturer might even claim the plane to be guaranteed against defective material for 500,000 miles.

Driving an automobile is a greater strain than piloting an airplane. With the plane once up in the air, flying over a given course, you have very little to do and if you do not worry about crashes and accidents, you can completely relax, so that after you arrive at your destination you will be less fatigued and fresher than if you had covered the same distance by any other means of transportation.

#### A Comparison With Car.

Let us see how the rather expensive plane of to-day compares with the automobile. We will set the price of the automobile at \$2,000, and the price of the plane with the same seating capacity at \$10,000. Airplane prices to-day range from \$2,000 up to the hundreds of thousands. We notice that the hours an automobile is available for use throughout the year amount to 3,760 (365 days) and the hours available for a plane are only 2,000 (200 days), estimating that the plane cannot be flown more than 200 days a year, at most ten hours a day. These figures for the plane could be exceeded but I am taking a conservative estimate. The assumption will be that the plane is not such a useful means of transportation when we see that for every available hour the plane costs us \$5. This is against 22 cents an hour for the automobile. Thus far the figures are not very encouraging for the plane, but we will accept, as a maximum, 200 travelling days at six hours a day. The plane will have taken us at the end of the 200th day over a distance of 120,000 miles and the motor car only 30,000 miles. From this last example we can readily see that the plane will take us a distance four times longer than the automobile throughout the year and we are safe to say that the modern airplane can be flown and used 200 days a year, allowing 165 days for bad weather.

If such results could be accomplished. We will try to be sensible and say to ourselves that we would not care to travel 120,000 miles through the year but will travel 30,000 miles, which is the distance covered in 200 hours by the plane and in 1,200 hours if we use the automobile. Here is an enormous difference of 90 hours we would have to waste if we travelled by automobile. Just sitting in that car of yours for 900 additional hours would be trying on you as well as on your car.

#### Saving for Plane.

Going further into the matter, let us see what the cost would be. In one case, we are using a \$2,000 automobile and in another a \$10,000 plane. In our cost estimate, the figuring is different if the plane is used and operated by the owner himself for his private use in connection with business or pleasure than it is if the calculation of cost operation is based on the use of the plane by an aircraft operator. The latter will be much higher and estimated on a different basis. If we travel the 30,000 miles by plane, estimating the cost at \$10 an hour, the total will be \$3,000 and in case of using the automobile at 12 cents a mile the total will be \$3,600. The result of this comparison shows that after we have travelled

a distance of 30,000 miles that is a saving of \$666 over the cost of operation of the automobile. The time of operation in the case of the airplane shows a saving of 900 hours. On the presumption of each of these hours being worth \$5 to the man who saves them, here is an added saving in money of \$4,500. This amount, plus \$600 saved from the operation cost, totals \$5,100, which would be additional income to the user of the airplane. In case this 900 hours is not turned into money, it would give the airplane user an additional thirty-seven days for vacation and recreation. This would amount to a year out of every ten to be devoted to whatever personal concerns interest the airplane user.

Thus far we have been talking about the use of a plane in flying 30,000 miles throughout the year. This distance will be covered by those who, for business reasons, have to travel extensively, or by those who can afford to travel for pleasure. Now let us see how the airplane will fit into the picture when used by the majority who ride in their motor cars on week-ends. Simple mathematics will tell us that we have from Saturday afternoon until Sunday evening or thirty hours, at our disposal for week-ends. We all like to plan where we shall go and what we shall do each week-end. If, for our recreation, we use an automobile, we cannot plan to go any further than 100 miles away from our home, which would take about four hours time. We can cover the 100 miles in three hours, but from experience we know that the automobile averages about 100 miles every four hours.

Therefore, if we start from our house on Saturday afternoon at 2 o'clock on a 100-mile trip we will use eight hours for going back and forth, 200 miles. Eight hours for driving and eight hours for sleep Saturday night make sixteen hours. This, deducted from thirty, gives us only fourteen hours for recreation.

If we go 100 miles by plane, we could be there and back again in about two hours, thus saving six hours of travel and increasing our time for enjoyment to twenty hours. But now let us suppose we are not interested so much in the length of time for recreation as we are in going places and seeing things and using the same amount of travel. The automobile, in this case, will take eight hours out of our time to go a distance of 200 miles. In this same length of time, by airplane, we can go 800 miles. Such a distance cannot, of course, be driven in a car over a week-end. The man who flies can see more, learn more and have more time for rest. The automobile can visit places within an area of 31,400 square miles, while the man in the airplane can go anywhere within 520,400 square miles in the same length of time.

And how much will all this cost? Two hundred miles for the automobile at 12 cents a mile is \$24. Two hundred miles for the plane at \$10 an hour, two hours flying time, is \$20.

The airplane, with proper development, will be the cheapest and most convenient means of transportation and will offer at the same time an opportunity for unlimited pleasure and for unlimited possibilities for transportation.

I am not attempting to claim that the automobile will lose its usefulness with the greater use of the plane. The production of the automobile will not be affected by the use of the airplane to any appreciable extent. We will use the automobile and the airplane, as we do now.

In travelling over the ground, we have only a limited number of roads, being confined by the crowds. Just imagine what freedom the air offers; one can go anywhere and pick his own road from any starting point, one can select more than 360,000 imaginary air routes and help himself.

Mankind has been striving for liberty and freedom—physical, mental, economical, political, etc.—ever since the world began. We do not want to be dependent in our actions on the actions of others. We all want to do the things we best like, and there is no better place in the world than the sky for this freedom.

#### OCEAN OF GAS.

Automobiles in the United States used more than 14 billion gallons of gasoline last year and travelled more than 168 billion miles, figuring 12 miles to a gallon.

#### BAR SELF SERVICE.

Self service gasoline stations are barred in the state of Indiana, in line with a recent ruling of the state fire marshal, who claims that such stations are dangerous without an attendant.

### IMAGINARY ILLS.

Oil Pumps That Don't Pump.

FINDING THE FAULT.

[By Israel Klein.]

Many service station mechanics have been treating automobiles for a disease that, in a large number of cases, didn't exist. They have been treating it because there is a popular notion as to its prevalence—like appendicitis.

The disease is oil pumping. Of course, some motors do pump oil after they have been run 10 or more thousands of miles and rather recklessly. But as many motors, suspected of pumping oil, are quite innocent of the charge.

Their fault lies somewhere else. When valves do not seat properly and leak, the spark plugs get coated quickly, the engine begins to miss and knock and the driver fears his engine has contracted the oil pumping disease. A good mechanic will only grind down the valves, clean or replace the plugs and return the car untouched as to pistons and rings.

On the other hand, the engine might be running on the wrong grade of oil to keep it going properly, an oil line connexion might be loose, engine head or spark plug gasket might be defective, or the water pump might be leaking. Any of these might produce symptoms that may lead the driver or a dull mechanic to diagnose the trouble as oil pumping.

When the motor does pump oil, the solution lies not alone in the installation of oversize pistons rings. That's a job half done. The new rings often postpone the ultimate cure.

That is reboring of the cylinders and installation of oversize pistons, as well as rings.

This operation may be expected after about 25,000 miles. The constant push and pull of the piston rod, hitting the piston against the sides of the cylinder walls, finally wear down these walls from their perfectly cylindrical shape to that of an oval.

The result is that oil is pumped either end of the oval-shaped cylinder and the piston may be heard to slap, slap against the sides.

The grinding operation, as a cure, merely produces oversize cylinders but again of true form.

### BRITISH SUCCESS.

Italian Six Day's Trial.

MOTOR CYCLE EVENT.

Further proofs of British supremacy in the motor-cycling world are manifest from the results of the Italian Six Day's Trial.

Owing to the heavy expenses of such an event, entries were not numerous, but fifty riders turned out for the start. It may be mentioned that in all only nine British machines competed, leaving the rest of the field to Continental makes. The first day saw the retirement of ten riders owing to very unfavourable weather conditions, bad roads or mechanical failures. With an average of 300 miles per day over indescribably bad roads and in mountainous country the severity of this event can well be imagined. Even the International Six Days' could hardly rival it.

As is usual, a number of teams were entered but as the trial progressed the chances of most soon disappeared through loss of marks. The winning team was composed of Messrs. Bellavita, Premoli and Garattini, who rode Ariels and came through without losing a single mark, thereby gaining a victory for British over European and American manufacturers.

#### SHOCK TACTICS.

After being involved in a head-on collision with another car, a motorist was amazed to find that the two Osram lamp bulbs in his head lamps were absolutely unharmed and gave as bright a light as ever, despite the fact that the head-lamps themselves were completely smashed and the thick cast iron lamp support broken.

For these, over-size pistons must be installed, with new pistons and rings. And the engine is almost as good as new.

Often, in connexion with this operation, the main bearings have to be taken up or the piston rods replaced.

The entire operation is a big task and requires skilled workmanship. For the next thousand miles the engine has to be worked in slowly, after which the motor may run even better than when new.

### DEVELOPMENT OF THE MODERN CAR.

A Gradual Process Tending to Increase  
Efficiency and Life.

How every new automobile development to-day depends upon previous developments through a series of progressive steps or stages was cited in a recent interview with Mr. Fred M. Zeder, Vice-President in charge of engineering of the Chrysler Corporation.

"Thirty years ago, there was no such thing as a spark plug," said Mr. Zeder. "A hot tube was the accepted way of firing the mixture. If the motorist succeeded in heating the tube to the right temperature with a blow torch, the engine would start. Often it was a laborious task. Fortunately, electric spark ignition replaced its use."

"With electric ignition, came the storage battery. The generator made the battery practical, and sounded the death knell of troublesome dry cells. Improvements in the storage battery soon made the magneto unnecessary, and developed the distributor and coil as we now have them for ignition purposes."

"Minimising Wear. Formerly, oil was carried by separate leads to each part to be lubricated and after being used once was allowed to drip on the highway. With to-day's lubrication system of force feed by oil pump, oil filters are made possible, permitting oil to be used over and over, again. Wear is minimized because oil is kept clean."

"Then came the air cleaner which further protects the engine by preventing dust from entering the carburetor. This saved additional wear on piston and rings."

"Doped gasoline made higher compression and higher powered engines possible."

"Balloon tyres brought about a new type of spring suspension and vastly increased the utility of shock absorbers."

"Introduction of alloy metals made lighter pistons possible, and with improvements in the tensile strength of all metals, lighter reciprocating parts. This made more flexible performance and sensitive motors."

"Various manufacturing improvements, saving time and money have of course been a major factor in volume production

and lower cost of cars. Quick drying durable lacquers paved the way for mass production at lower costs, while conveyor systems and sub-assemblies speeded up production on the final assembly line."

"The vacuum fuel system made it possible to place the fuel tank at the rear of the car—an obvious safety factor—and the fuel pump made this fuel system even more positive and advantageous."

#### Changed Conditions.

Modern traffic conditions and the rapid increase of hard surfaced highways have had a direct bearing on the engineering of motor cars, according to Mr. Zeder. Automotive engineers have worked tirelessly to meet the changing conditions.

"Engine flexibility also has been perfected to insure the performance and power necessary to meet varying traffic conditions."

"Good roads supplanted bad roads, and good roads make for higher speed. Higher speed made four-wheel brakes a necessity, and four-wheel brakes made high speed, with safety possible."

"Along these lines, also have come easier steering, easier control of cars and more comfortable cars, because the comfortable driver is a better driver. Front seats have been made adjustable exactly to meet the driver's requirements."

"Consider a few of the advances made by automotive and associated lines in recent years."

"Tyre life has been increased from 3,500 miles to 15,000—20,000 miles and even more."

"Average speed for cross-country drives has increased from 15 miles an hour to 35 miles an hour."

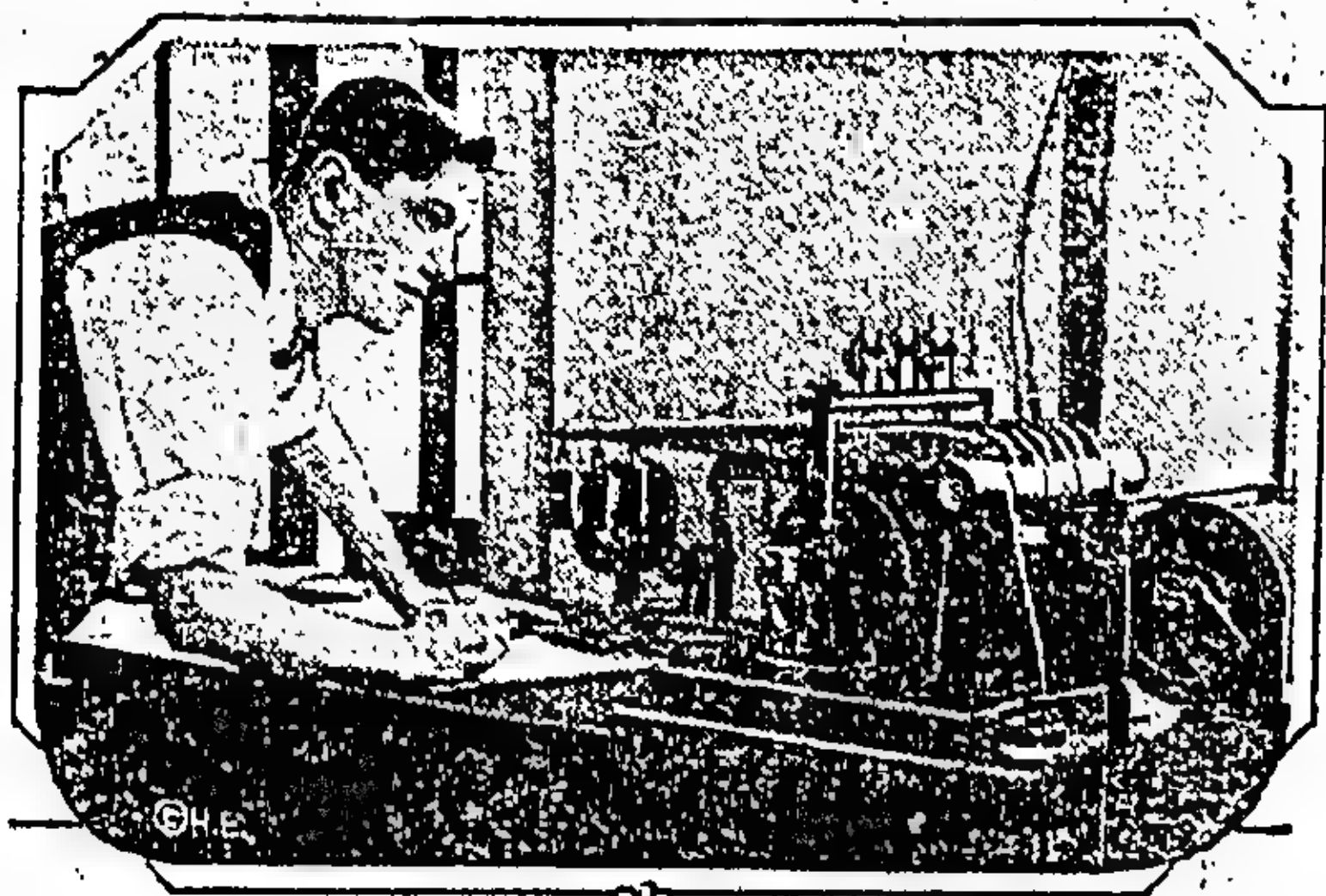
"Maximum speeds have increased from 25 miles an hour to more than 35 miles an hour."

"The tensile strength of steel has been doubled, and its use has been extended for all metal body construction for safety and quietness."

"Cars once without top or windshield are now completely enclosed and heated. Some day it may be practical to provide them with cooling systems in the summer."



## DRASTIC TYRE TESTING MACHINE.



Engineering reading the effects of constant wear on tyre reads at the U.S. Bureau of Standards laboratory.

Washington, July 15. While Thomas Edison is experimentally developing rubber plantations in Florida, the U. S. Bureau of Standards here is deliberately destroying rubber compounds.

This is not a rash undertaking, however, but a purposeful investigation into the relative ability of materials entering into the making of automobile tyre treads to offer resistance to abrasion or the tendency to rub away when in action.

To the approximately 26,000,000 owners of automobiles and motor trucks in this country, these tests will ultimately mean longer life for tyres and a saving in dollars and cents.

To simulate the wearing away or abrasive action of automobile tyres on the road, the rubber section of the Bureau of Standards has devised a contraption that deliberately wears samples of rubber and rubber compounds into fragments.

## Drum Simulates Road.

This machine includes a drum, around which is coated an abrasive or rough-wearing cloth, and three "mechanical arms" with their fingers holding dead weights. On the underside of these arms are secured the samples of rubber to be tested and as a motor revolves the drum the wearing action continues until the test specimens are worn down one-tenth of an inch.

Resistance to this rubbing-away tendency is indicated by loss in thickness of the samples and the thinning process is registered on gauges.

This is one of a series of tests at the Bureau of Standards to determine the wearing quality and lengths of life of automobile tyres. Durability of tyres and their power loss or energy dissipated by heat, when operating under varying conditions of axle load, speed and inflation pressure, are being studied.

## Test Endurance.

One test machine determines the endurance of tyres. The experiments duplicating road conditions and the energy losses of the tyres are measured with precision. Government tests have shown that when an automobile is running on a level road at 25 miles an hour at least 20 per cent. of the power developed by the engine is utilized in overcoming rolling resistance.

Still another interesting experiment with automobile tyres is driving nails into them to determine their relative proof against puncture. Thus the claims of designers of puncture-proof tyres are either vindicated or disproved.

## KEEN TRAINING.

For London Fire Brigade.

## MAKING DRIVERS.

So accustomed have we become to the skilled handling of public-service vehicles that we are apt to carry the impression that the drivers were born. If not with silver spoons in their mouths, at least with steering-wheels in their hands.

No service excites more general admiration than does the London Fire Brigade, who have founded and daily confirm a tradition of extreme skill in the management of their appliances. Yet these drivers too, are beneath their helmets and uniforms—only human, and have at one time or another, had to be taught the elements of their expert art.

That a beginner should be entrusted with the valuable and complicated mechanism that comprises a modern fire-engine would not be economic. Neither would it be efficiency for him to learn to handle a machine of obsolete type that is no longer on the active-service list.

The London County Council, therefore, provide instructional machines, the chassis of which

are identical with those used in the construction of the motor pumps and tenders, but which carry only a plain lorry body. Two such vehicles have just been delivered by Messrs. Dennis Bros., Ltd., of Guildford, Surrey, who have supplied no less than 155 fire-fighting appliances to the order of the L.C.C. Men trained on the instructional tenders can, therefore, be drafted, as fully qualified drivers, to a station, with definite knowledge that they will be perfectly familiar with the controls and operation of a motor pump.

The driving compartment is furnished with two rows of seats, protected by a cape-car hood and a wind-screen, the latter having two wipers. A certain amount of weather protection is thus provided for the men, who are generally about six in number. The hinged-sided body serves to carry ballast or for the collection of spare parts, the conveyance of wet hose, or any other purpose.

An important detail with regard to the arrangement of the controls consists in the provision of duplicate pedals operating the clutch and foot-brake respectively. These are conveniently disposed for the use of the instructor, and, speaking with a tinge of personal reminiscence, one is quite sure that their prompt application has many a time kept a pupil's name out of constabular note-books.

## PARKING SIMPLIFIED.



## ON THE WINGS.

King of Abyssinia's Car.

## NEW ROLLS-ROYCE.

Messrs. Rolls-Royce, Ltd., have received the following letter from Belaten Gueta Herrouy, Director General of Foreign Affairs in Abyssinia:

"Peace be with you.

"We have been asked to inform you that the car which His Majesty, Haile Sellasie I, King of Kings of Ethiopia, had bought from your Company, has arrived intact, and that His Majesty is satisfied with the precautions you have taken for the delivery of this car.

"In addition to this, we have pleasure in saying that Mr. B. Frederick, the mechanic, whom you have entrusted with the delivery of the car to us, has, during his visit to our town, shown excellent qualities which we greatly appreciate."

The car referred to was duly delivered in Addis Ababa in charge of the Rolls-Royce mechanic who had been sent from Bombay to meet it.

On its first run it was accompanied by mounted soldiers and slaves, some on the front wings, some on the rear, some wherever they could obtain a foothold, and all armed with guns. In addition there were two members of His Majesty's personal bodyguard, for whom, it will be recalled, a special dicky seat has been built on to the rear of the body, a Hooper enclosed-drive landaulette.

The King expressed himself delighted with the comfort and performance of the car, and was particularly proud of the dials, gauges and electrical instruments on the dash-board, which he showed to a gathering of chiefs and members of his suite.

Before leaving, the Rolls-Royce mechanic with the help of a local English-speaking official, explained to the King's chauffeur the conditions under which the Rolls-Royce Company issues their certificate to drivers who look after their cars properly.

It is some years since a car was last seen in Addis Ababa, the capital, and the road conditions are described as appalling. However, His Majesty, who intends to drive the car some three miles from the city for the opening ceremony of a new bridge, has ordered his municipality to metal the roads within forty days!

## A.A. AGAIN.

First Aid on the Roadside.

A remarkable incident which occurred recently has been reported by an Automobile Association road patrol. A motorist on a main road near Birmingham had a sudden and severe heart seizure. The patrol found him in such a state of collapse that a police officer was on the point of telephoning for an ambulance to take the victim to the mortuary, for he had all the appearances of having passed away.

Fortunately, the patrol, like all A.A. road officers, was proficient in "first aid," he massaged the sufferer's chest, and after some effort restored animation. The police officer, returning a little later, was surprised to see the patient driving away in his car.

## "ROUGHING IT."

"Have you got the tent and bedding and chairs on the trailer," asked the wife, "and the stove and cooking utensils and dishes aboard?"

"Yes, dear," replied the husband as he stowed other articles about the car.

"And my bathrobe and slippers and hot water bottle?"

"Yes, they're all here."

"Fine. And the two rubber air mattresses with the ducky little pillows Aunt Jane gave me?"

"Yes, I put 'em in and also your tooth brush, the medicine chest, my shaving outfit, and the fireless cooker."

"All right. And how about those new books and magazines and all my cosmetics and the clothes brush and your knickers and sport shoes?"

"Yeh, I've stuck 'em in the back seat along with my golf clubs and the card table and your bridge outfit. But did you bring the mosquito netting and the insect spray and the two rugs?"

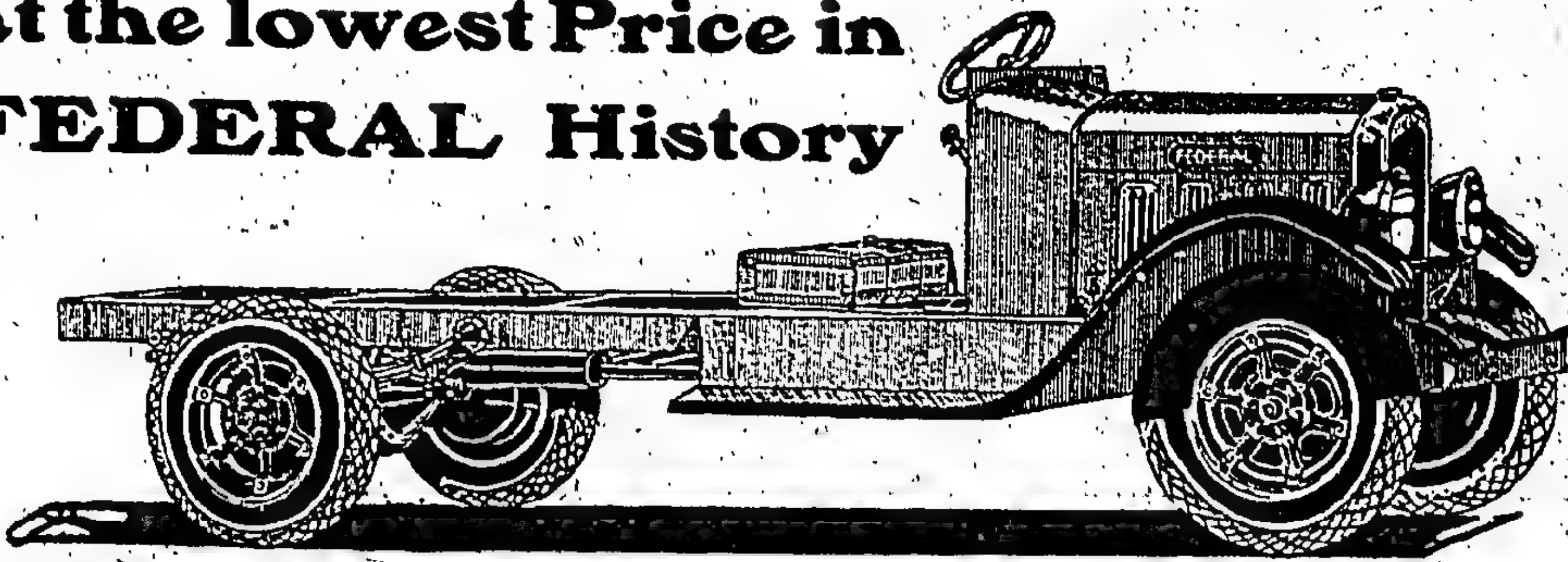
"Here they are. And, dear, don't forget the gasoline lamp and the radio, the portable phonograph, and the extra batteries for the flashlight."

"I've got 'em right here with my portable typewriter and the suitcase full of your evening clothes."

"Well, that's all, I guess, so let's start. I can hardly wait until we get to camp and begin roughing it."—Courtesy of Studebaker.

## FEDERAL

at the lowest Price in  
FEDERAL History



## OUTSTANDING FEATURES

Unusually sturdy chassis, weighing 3185 pounds.  
Heavy 6" frame of 4" stock—extra heavy cross members.  
4-cylinder truck engine, size 3 1/2" bore by 4 1/2" stroke—developing 47 1/2 H. P.  
4-speed transmission, providing a wide range of power and speed.  
Full floating rear axle, suitable for dual or single tires.

4-wheel hydraulic 15" x 2" internal expanding, fully enclosed brakes.  
6.00/20 balloon front and 32" x 6" single rear to handle maximum loads at the lowest maintenance cost.  
Two wheel base lengths, 131" and 151"—with variety of Federal-built cabs and bodies.

THIS new 1-1 1/2-ton Model D is the most sensational truck value Federal has ever presented. At an amazingly low price—the lowest in Federal history—it positively supplies industry with LOW COST TRANSPORTATION.

The Model D is emphatically ALL-TRUCK. Sturdily built, powerful, fast—it combines the essentials of fast and economical transportation with the rugged enduring qualities of Federal's heavy duty models. Moreover, it is really beautiful.

A modern truck engine with full pressure lubrication delivers as smooth, even flow of power new to 4-cylinder performance.

Its full floating rear axle, unusual in a truck at its low price, is equally suitable for the use of dual as well as single tires.

Twenty years' experience in successful truck building plus tremendous facilities make possible this accomplishment in quality-built transportation equipment.....low initial cost.....low operating cost.

Investigate the opportunities of the Federal franchise—NOW. Every Federal importer is making money. The new Model D presents an even greater opportunity for increased sales volume—at a liberal return.

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## ROAD CONGRESS SOON.

Representatives of approximately 45 nations have announced their intentions to send representatives to the Sixth International Road Congress to be held in Washington, D. C., October 6 to 11. Prof. J. Trueman Thompson of Johns Hopkins University, has been made manager of the congress.

## CROSSINGS INCREASE.

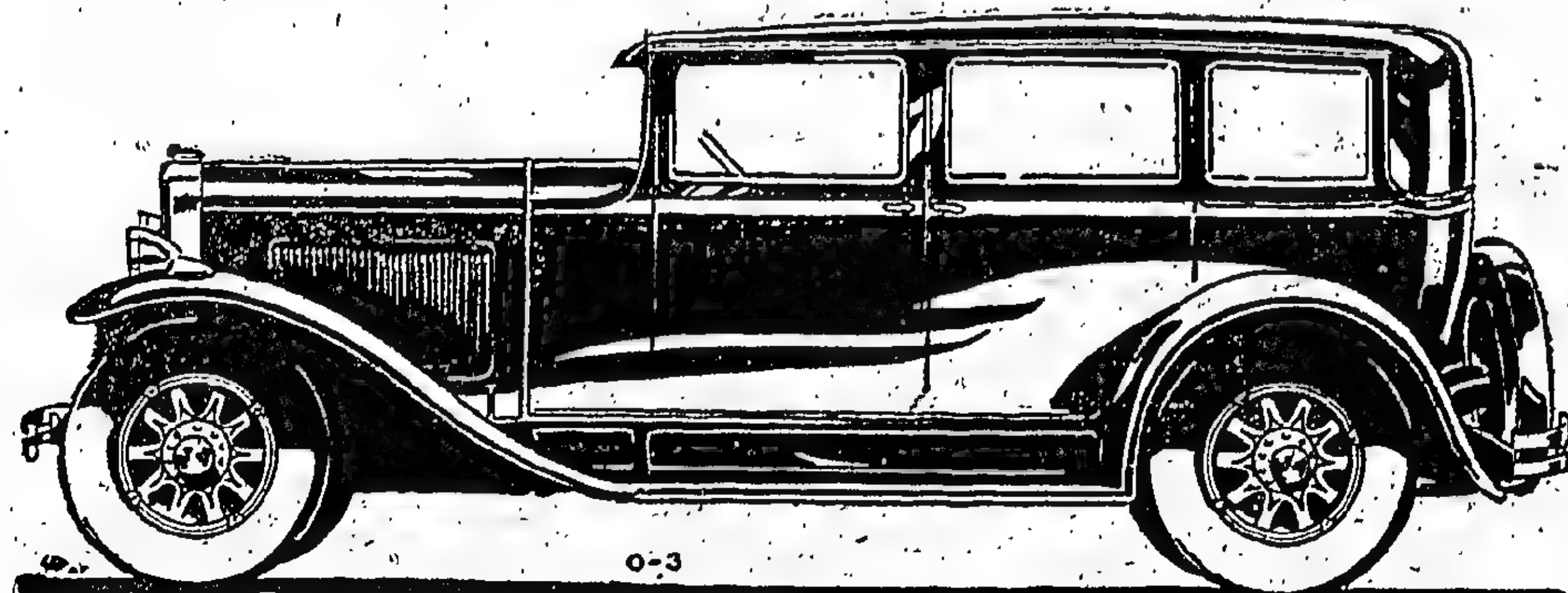
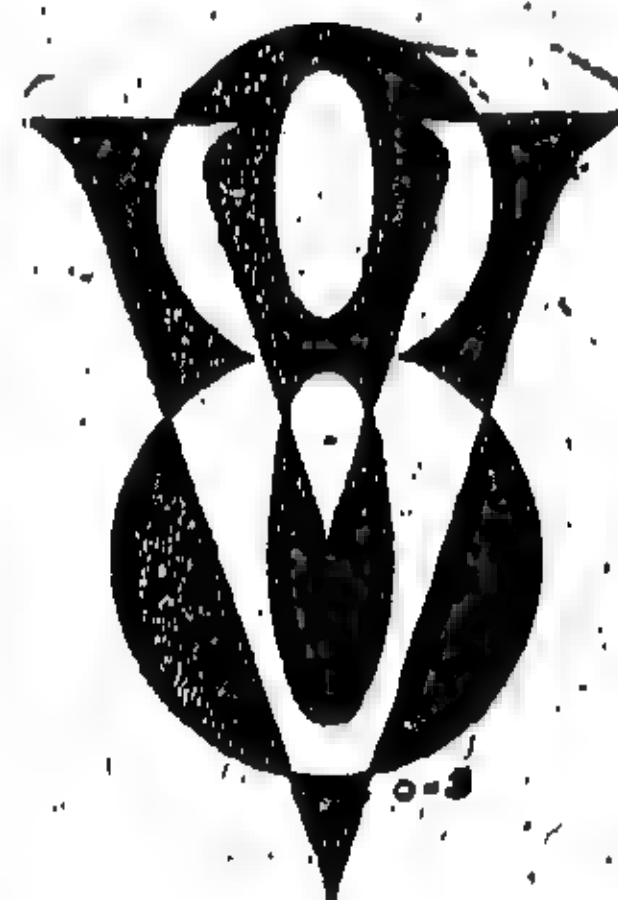
Despite the expenditure of more than \$60,000,000 annually for the past three years to eliminate grade crossings, these potential automobile accidents are increasing faster than they can be removed, according to the National Conference on Street and Highway Safety.

## AUTO PLANTS.

American passenger car assembly plants are scattered all over the world. Eighty-eight of them are in the United States and 66 in foreign countries. Canada and Australia, with 10 U. S. assembly plants each, lead other foreign countries in this respect.

## TWENTY-SIX MILLION!

More than 26,500,000 motor vehicles were registered in the United States in 1929, the U. S. Bureau of Public Roads reports. The states and the District of Columbia collected more than \$347,800,000 in fees from these cars.

The New  
OAKLAND

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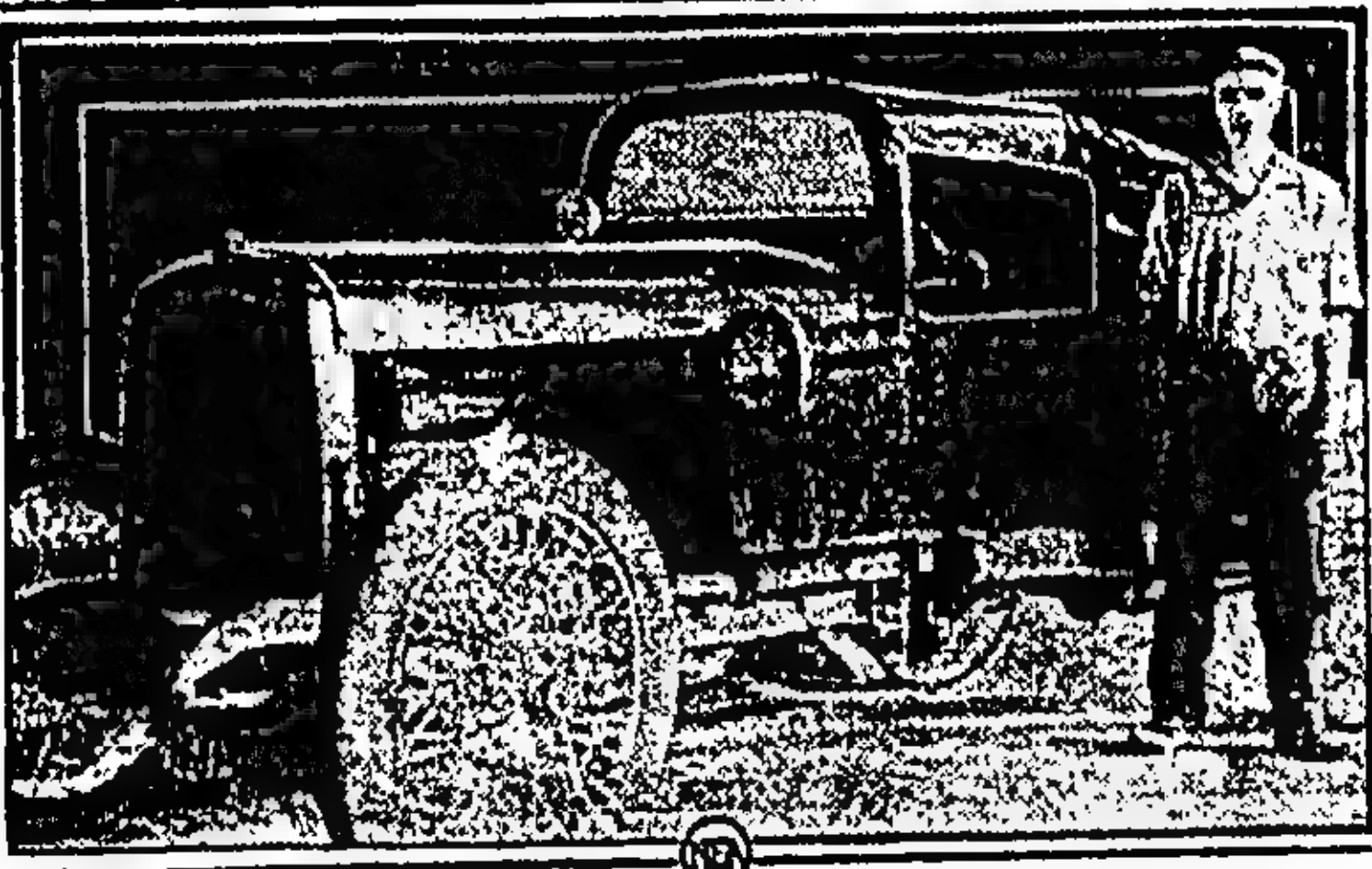
303-9 HENNESSY ROAD,

Telephone 20406.

Telephone 20406.



## BUILDS GAS-ELECTRIC CAR.



Albert Melentine, 20-year-old mechanic of Malden, Wis., has built a gas-electric automobile, after two years of work, which he says goes from 30 to 40 miles on a gallon of gasoline. Power is obtained from a generator underneath the car driven by a gasoline engine, that of an ordinary auto. The car needs no gearshift, as both power and speed are controlled by the throttle. Melentine and his car are shown here.

### HELPING RAILROADS.

The automotive industry is a great aid to the railroads. Last year the latter received \$306,000,000 for shipment of automobiles. This is an increase of nearly \$13,000,000 over 1928's revenue.

### CROSSING REMOVED.

Federal-aid highway systems were freed of 385 railway grade crossings during 1929, according to the U.S. Bureau of Public Roads. Georgia headed the list with 32 eliminations.

## THE JOY OF OWNERSHIP.

[By a Lady Motor Cyclist.]

It is three years now since I bought my first motor-cycle. I was advised to buy a two-stroke as a start-and, after the preliminaries of learning to ride, I soon became an enthusiastic motor-cyclist.

I knew next to nothing about the machine but, unlike a great number of the female species, I wasn't a bit proud of the fact, I didn't buy a little book—no, in my spare time I just hung around the local garage, where I had purchased the machine, and picked up a lot of useful information. The garage man was never rude and I think, in time, he threw all prejudice to the winds and rather liked me.

Last year, feeling that I was quite an old hand at the game, and wishing to mix with my kind I visited the Show at Olympia.

Some two months earlier I had become possessed of certain monies which had been withheld from me, until then, by my loving parents. I knew what I wanted and I went to the Show to choose it.

I went by myself and, of course, my first impression was one of utter confusion. I had been prepared to see a lot of very nice looking machines, but the actuality surpassed my wildest dreams. However, I pulled myself together and sorted out the stands I really wanted to visit. I put in a long day there and came away in the evening tired but triumphant. I had fixed on my new machine and had been promised delivery in a fortnight. My choice, and it proved to be a wise one, was a 250 c.c. O.H.V. Ariel, with electric lighting.

Well, I didn't want to wait a minute, but at last I had news that the machine was at the local station—two days earlier than I expected—and having parted with a certain number of pieces of eight, the Agent handed over.

I looked good and believe me, it was good. I had never been much farther than seventy or eighty miles at a stretch on my old machine, but it was with a feeling of complete confidence that I made up my mind to go touring for my summer holidays when the time came.

Still I had the English winter to get through and you will remember that it wasn't a very nice one, thank you.

No one could call me hard-bitten—not even my dearest friend—but I'm glad to say that I was riding my mount every single day, no matter what the weather. "Singing in the Rain" must have been written for me. I admit I fell off twice, but that's what comes of taking liberties with ice and turnpike. Anyhow, I fell off pro-

perly and didn't hurt myself or the machine.

Soon the days began to lengthen, the sun was about, and generally speaking motor cycling was at its best. I went to places and saw things, and as my parents said there was no knowing where I'd be next.

I look after my machine myself, because once having learned how, it's quite easy. De-coking holds no terrors for me and I know it has been done properly.

The time was drawing nigh for my holidays and, at last, equipped with knapsack and kit-bag, I set forth upon my first genuinely long run. I live near Worcester—in fact, just outside on the main road to Bristol, and I proposed to make Lynton my first stop. Many of you must know this country—the good road through Tewkesbury, Gloucester and Bristol. From there to Bridgewater and so on to Minehead (where one begins to get the Devonshire scenery). I found it very jolly and I'm afraid I was inclined to dawdle a wee bit.

As evening came on I was nearing the foot of Porlock that well known hill of "London-Land's End" fame. I stopped to consider whether to take the high road or the low and safe one—and, in considering, I came to the conclusion that the high road was the one for me but—not to-day. I stopped at the "Ship Hotel" and they made me very comfortable too.

Next day I was up and about early—filled up at the Garage opposite and was away soon after nine.

There was no one about, for which I was secretly glad, as I didn't want my first attempt at a 'steep one' observed. My misgivings were quite uncalled for; I raced up the hill and round the bends in fine style. (I did wobble a bit on the first one). Then away across the moors, down Countisbury to Lynmouth. It was a beautiful day—a slight haze low down upon the sea—little clouds banked on the horizon and, above, the sun casting a glorious warmth over land and sea.

I stopped in Lynmouth for a while, and then made my way by the lower road up on to the moors again. I went on further, through pleasant valleys, the road winding among pine woods and all the glorious variations of scene to be found in Cornwall.

However, I must not digress too far. I was lucky in having good weather the whole time, and when I arrived back home I had covered some nine hundred miles without a spot of trouble and enjoyed every minute of it.

Yes, I think there is everything to be said for motor cycling.

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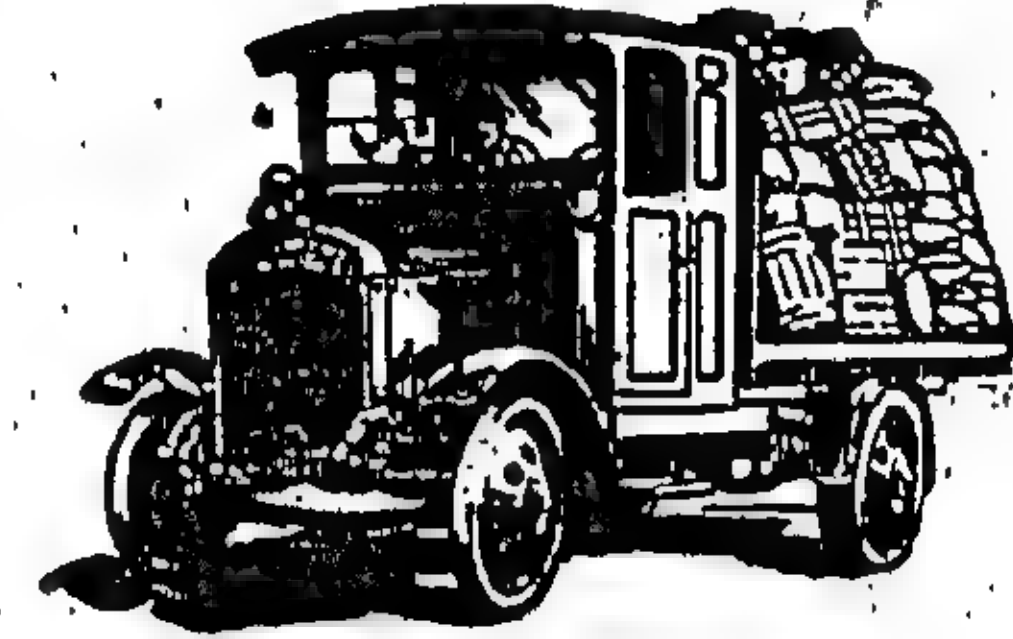
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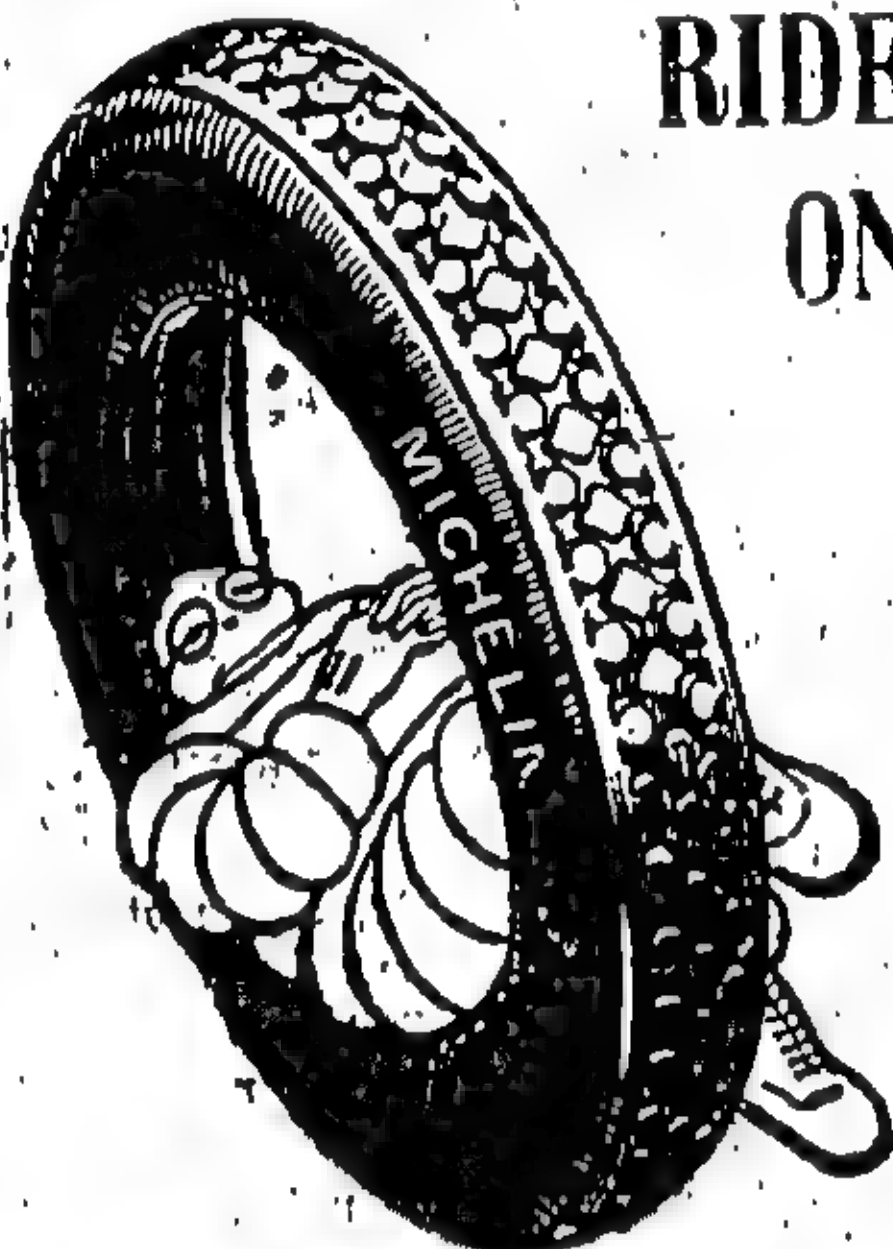
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### MOTOR SALES.

British Industry Grows.

### OFFICIAL REPORTS.

In the "Final Report on Industry and Trade," published in Great Britain last year by the Board of Trade, at the instigation of the Rt. Hon. J. Ramsay MacDonald, Prime Minister, it is emphatically laid down that the only real solution of the industrial depression problem is increased export trade. That there is scope for a greater volume of overseas trade for British automobiles is evidenced by the fact that British South Africa is this year buying cars and chassis to the value of roughly £5,000,000, or about half as much as Great Britain exports to the whole world. Of this £5,000,000 only some £400,000 represents British cars. The realisation of this fact has prompted Singer and Co. of Coventry, whose popular priced cars are famed throughout the world, to make a bold bid for Empire trade, particularly throughout the whole of South Africa. To this end steps are being taken to appoint distributors in all areas where the company is not already represented.

### SYNTHETIC PETROL.

Bulk Production.

### GERMAN METHOD.

To produce synthetic petrol by a process of hydrogenation a plant is being completed in New Jersey (U.S.A.), and will begin operations next month. The plant will have a capacity of 5,000 barrels per day, and will work on a process recently developed by Dr. Frederick Bergius for the German I.G. Dye Trust, and improved by the Standard Oil Development Company. Crude oil is built up by the addition of hydrogen at high pressure and temperature. The plant

is being followed by two more of the same capacity and refiners have been licensed to use the patents.

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O/o "Hongkong Telegraph"

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TO

### ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

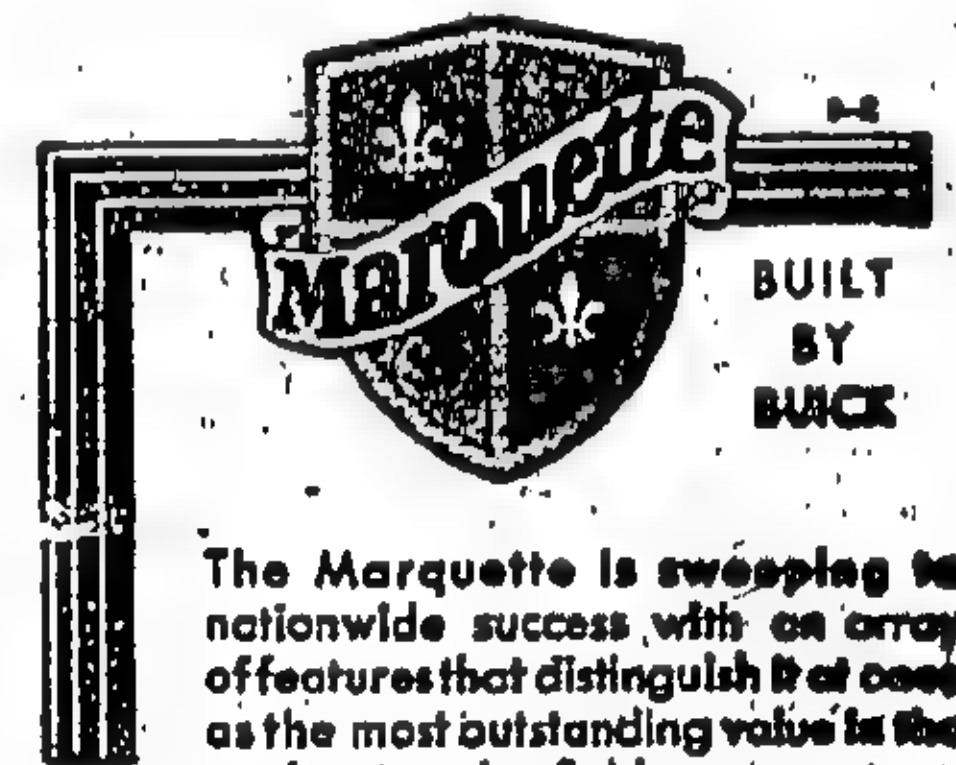
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The Marquette is sweeping to nationwide success with an array of features that distinguish it at once as the most outstanding value in the moderate-price field.

**BUILT BY BUICK**—The Marquette alone in its class can offer the price advantages of Buick engineering, Buick craftsmanship and countrywide Buick service facilities.

**PERFORMANCE**—Brilliant pick-up—50 to 60 miles an hour in 35 seconds—dashing speed—58 or 70 honest miles an hour—and a wonderful fund of smooth, flexible power!

**PISTON DISPLACEMENT**—The marvelous power plant has a larger piston displacement (218.8 cubic inches) than any car of its price!

**ECONOMY**—Even with larger piston displacement, this remarkable engine operates in the normal driving range with appreciably lower fuel consumption! The mileage is phenomenal. Service needs are at an absolute minimum.

**COMPLETENESS**—Throughout the Marquette you will find a full complement of the finest features. Nothing but the very best has been good enough!

**ROADABILITY**—So perfect are its poise and balance that, at every speed, riding qualities and roadability are distinctly superior to those of many cars of much higher price!

**UPHOLSTERY**—The Marquette alone in the moderate-price class is upholstered with a wonderful new waterproof, dustproof, wear-proof mohair.

**ENDURANCE**—Buick-built cars are famous for stamina. The Marquette delivers many thousands of miles of brilliant, uninterrupted service over every kind of road.

**EXTRA VALUE**—Buick's immense resources and great facilities provide in the Marquette extra goodness in every part—extra strength and sparkle in performance—extra value, unapproached at the price.

**STYLE**—The Marquette is as distinguished in appearance as in performance. Its handsomely tailored bodies, by Fisher Challenge Corporation with the standard cars on the road.

See the Marquette. Take the wheel and discover performance that knows no rival in the moderate-price field!

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# Hongkong Telegraph

## Pictorial Supplement

August 16th, 1930.

### STUDEBAKER

"THE OUTSTANDING VALUE IN MOTORDOM"

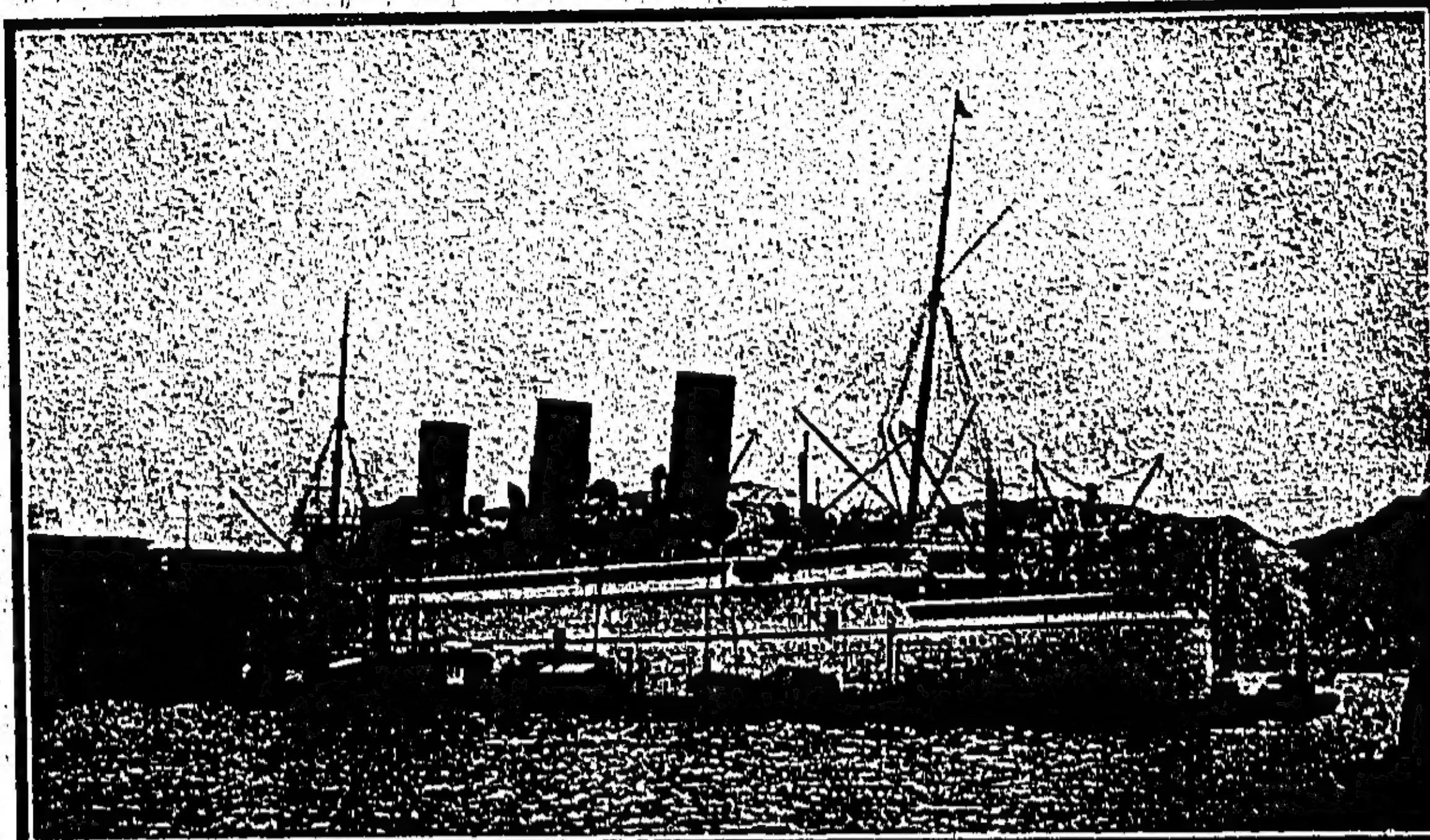
HONGKONG HOTEL GARAGE.



The Rev. E. G. Powell, who has accepted the pastorate of Union Church, Hongkong, in succession to the late Rev. F. C. Young. He is due in the Colony with his wife in October.



Bridal group taken on the occasion of the recent wedding of Dr. Edward Law and Miss Phyllis Viola-Ho, daughter of the late Mr. Ho Fook and Mrs. Ho Fook. Both bride and bridegroom are members of well-known local families. (Photo: Ming Yuen Studio).



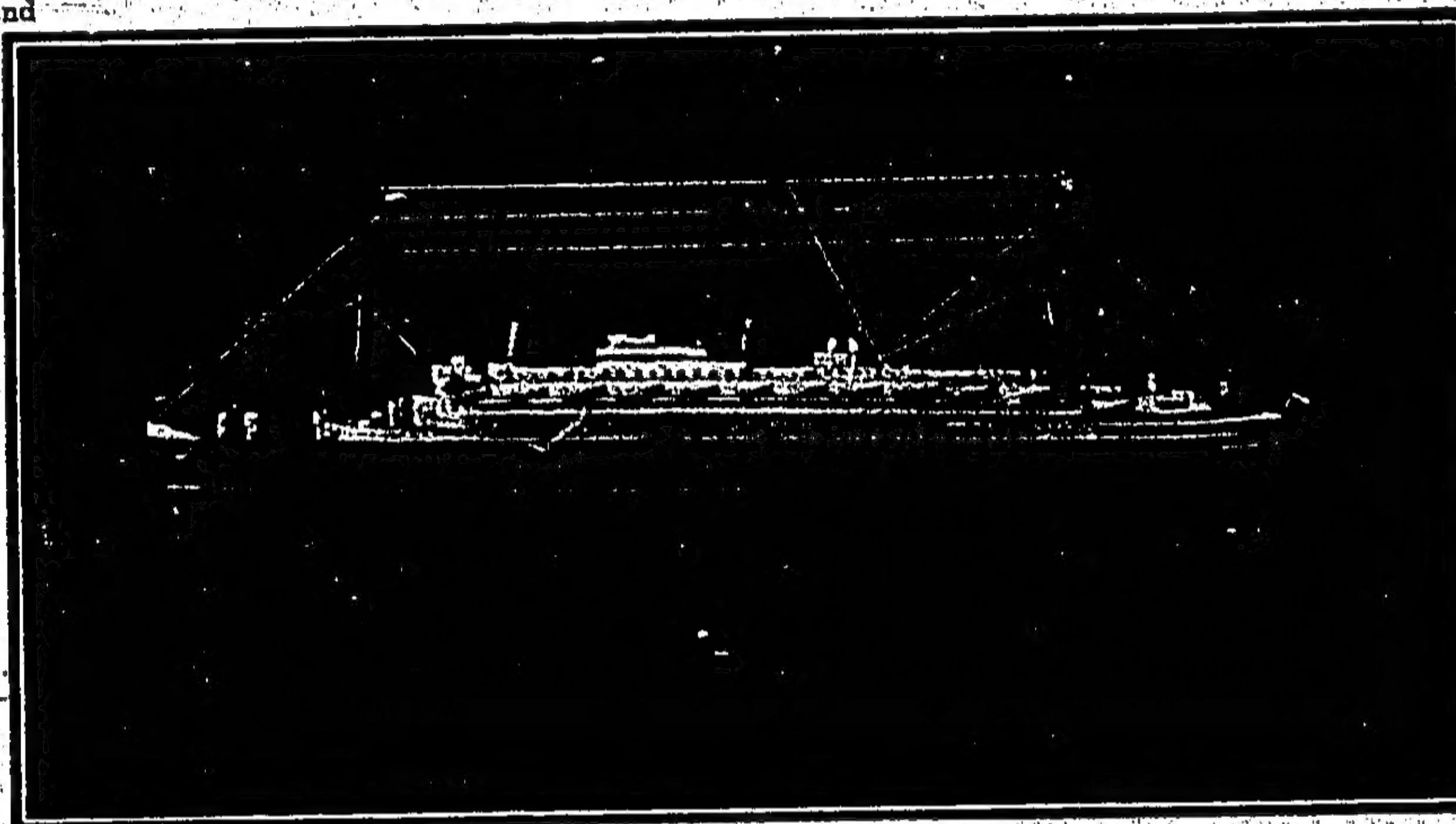
This photograph of the luxury liner, Empress of Japan, was taken as she lay alongside at the Kowloon wharf just before her departure for her maiden trip across the Pacific. (Photo: Mee Cheung).



This group was taken recently at Repulse Bay Hotel when Mr. M. J. Quist, Consul General for the Netherlands (seen standing in centre) entertained members of the Dutch community in celebration of the birthday of Her Majesty the Queen-Mother of Holland. (Photo: Ming Yuen Studio).



Dr. Edward Law and his bride leaving Union Church after their wedding. (Photo: Ming Yuen Studio).



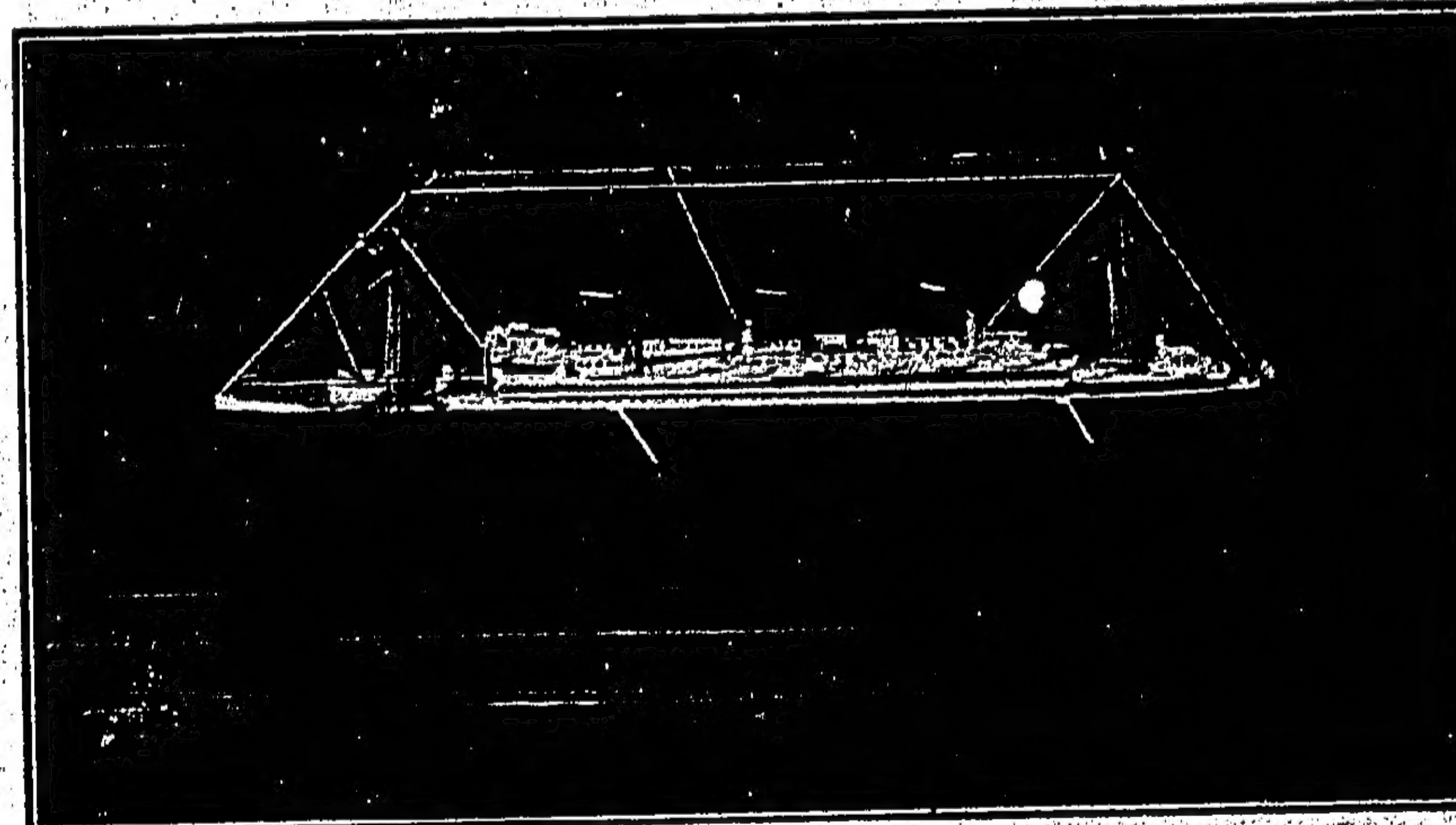
This fine model of the liner Bremen was built by Master Jerry Silva, of Kowloon. Note the bulbous bow and the catapult with aeroplane. The scale is one inch=26.8.



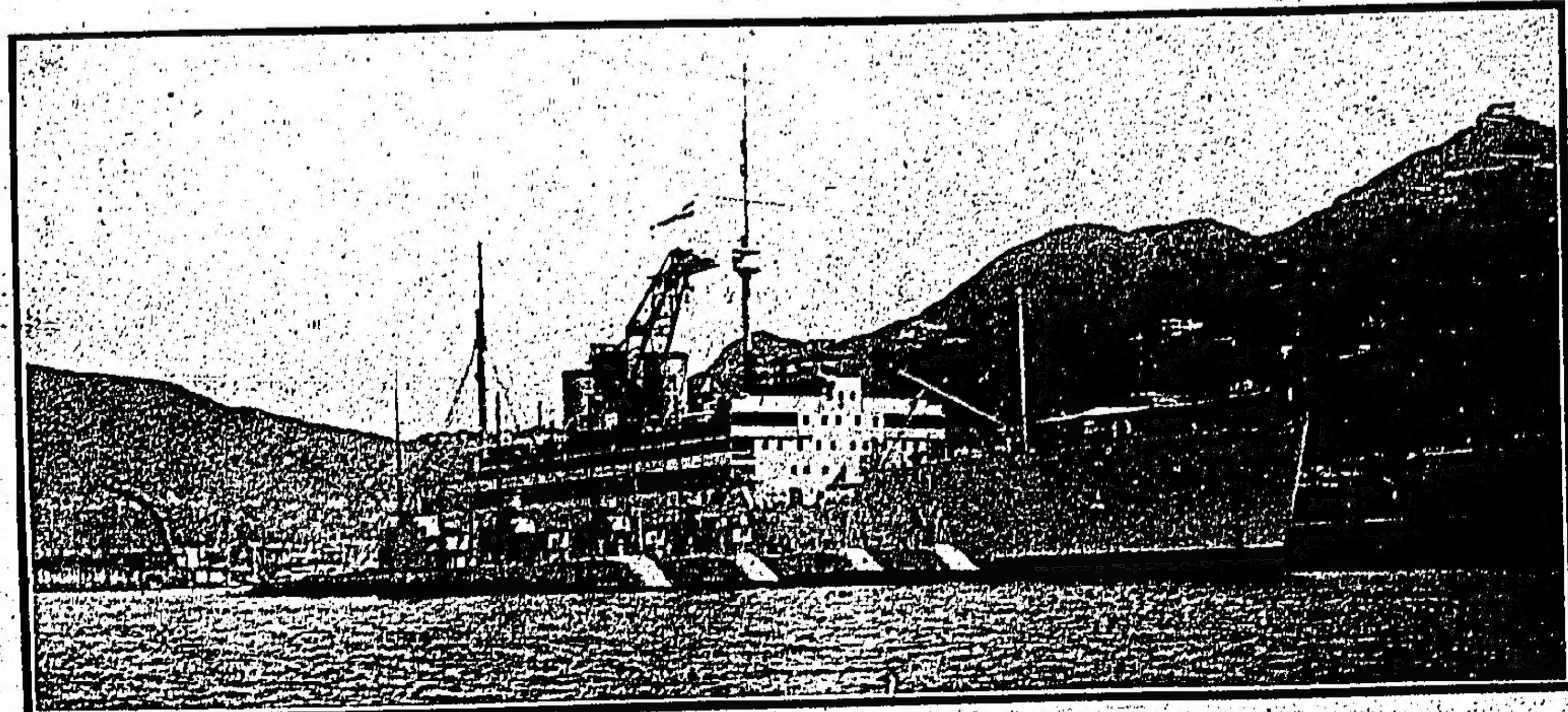
The late Miss Gladys Grace (daughter of Rear-Admiral Grace, former Commodore in Hongkong), who was killed in an aeroplane accident near Chatham last month.



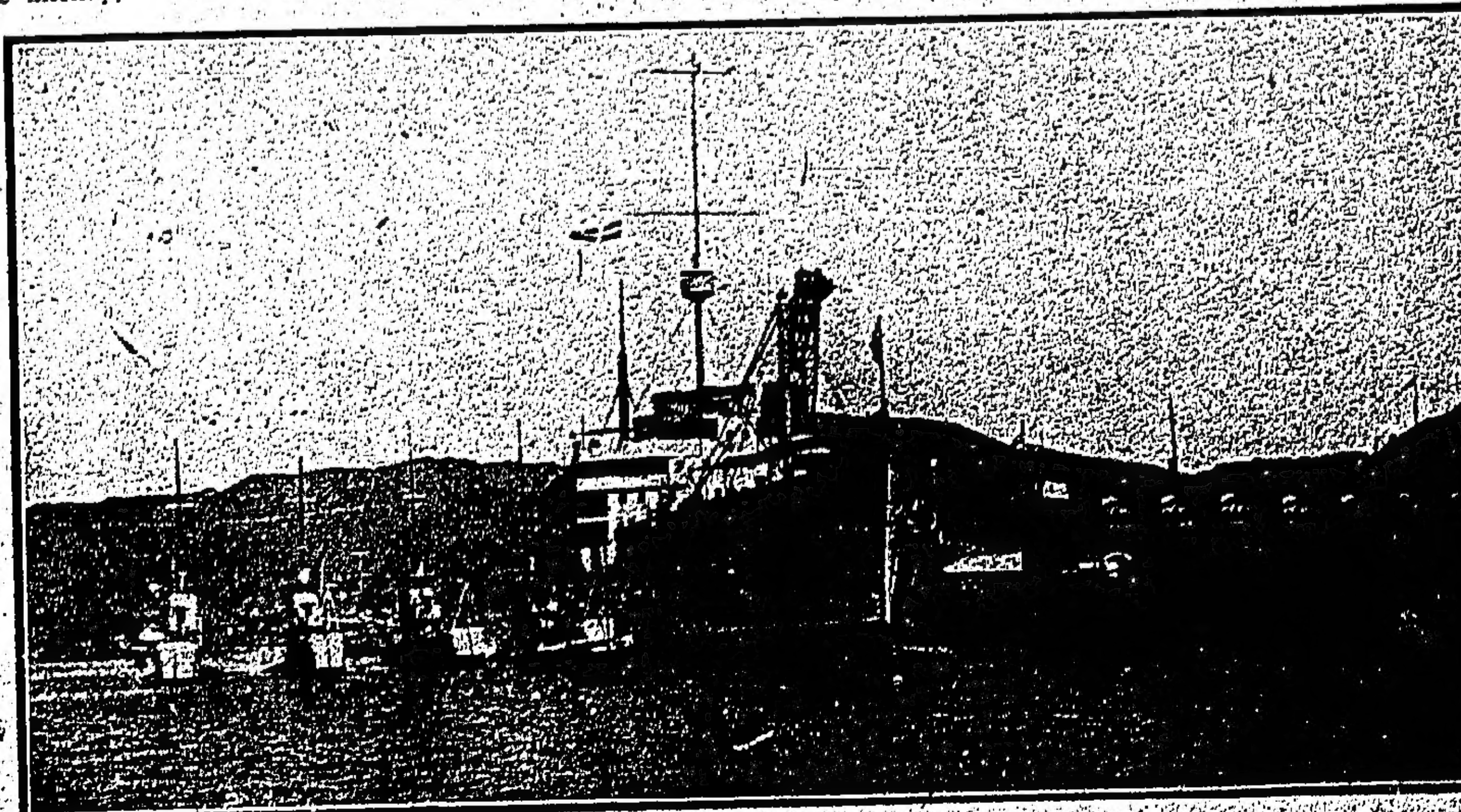
The unfortunate forced landing of the aeroplane in which Flying Officer H. A. Howes was to have given an exhibition of "crazy flying" at Kai Tak last week resulted in considerable damage to the machine, as the above photograph, taken just after the mishap, shows. (Photo: Lee Fong Studio, 17, Queen's Road Central).



Yet another piece of the clever construction work of Maater Jerry Silva. This shows the round-the-world touring ship Resolute. The scale is one inch=23.8.



Here is a fine picture of H.M.S. Medway and H.M. Submarines Odin, Osiris, Oswald and Otus, which arrived in Hongkong from the United Kingdom on Saturday last. These "O" Class submarines are amongst the very latest craft of their kind. (Photo: Lee Fong Studio, 17, Queen's Road Central).



Another picture of the parent ship Medway and four of the "O" Class submarines, taken bow-on whilst lying off the Naval Yard basin in Hongkong. (Photo: Lee Fong Studio, 17, Queen's Road Central).



## AUSTRALIAN AIRMAN'S CAREER. FEATS OF CAPT. KINGSFORD-SMITH RECALLED.

Captain Charles Kingsford-Smith is one of the most famous flying men in the world. He is the first man to have piloted a plane across the Pacific—from California to Australia. He is the first to have sailed across the Tasman Sea. He set a world's record for a trip from Australia to England. Recently he crossed the Atlantic successfully. He has thus practically circumnavigated the globe by air and crossed more stretches of sea than anybody.

His whole life since boyhood has been one adventure after another. He was born at Brisbane, Australia. When the World War broke out, he at once enlisted and soon was in the Royal Air Force of England, serving both in the Gallipoli campaign and in France. Then he dropped out of public notice until 1927. He made friends with another Australian ex-member of the Royal Air Force, Charles Ulm, who had been wounded in the Anzac landing at Gallipoli and invalided back to Australia. But he re-enlisted under an assumed name and served in France until the armistice.

They conceived a flying feat which never had been attempted—a three-stop flight of 7,300 miles from Oakland, Cal., to Brisbane, Australia. This would take them across the broadest part of the Pacific.

The first hop would be from California to Honolulu, a distance of 2,100 miles. The second hop would be from Honolulu to Suva in the Fiji Islands, 3,200 miles, being the longest continuous over-water flight ever attempted. The last would be from Suva to Australia. Kingsford-Smith was the pilot, and Ulm co-pilot. Lieut. Harry Lyons of the American navy was the navigator, and another American, James Warner, was the wireless operator.

### Survived Storms.

The Southern Cross took off from Oakland on May 31, 1928, and landed successfully in Brisbane on June 9. They survived the peril of a threatened gasoline shortage and tremendous storms. And, for the first time in the history of such trips, their American radio man gave the world graphic hour-by-hour reports of their progress and their perils.



They left America facing the fact that they had to raise \$30,000 to pay for expenses of the trip. When they landed in Australia they were met by the news that the enthusiastic "Aussies" had raised \$80,000 in grants and subscriptions. So they were on easy street.

Kingsford-Smith and Ulm kept on doing big things. They made a trip all around Australia in the Southern Cross, the first time this had been done. They made one hop almost across the continent, from Melbourne to Perth—2,000 miles in 23 1-2 hours.

In November, 1928, Kingsford-Smith and Ulm, with an Australian navigator and an Australian wireless operator, made the first crossing of the Tasman Sea, flying 1,500 miles from Sydney, Australia, to Christchurch, New Zealand. Later they flew back over the same route. For this feat the New Zealand government made the crew honorary members in the New Zealand Air Force. Kings-

ford-Smith getting the rank of a Major and Ulm that of a Captain.

### Lost in Wilderness.

Late in March, 1929, Kingsford-Smith and Ulm, together with their companions on the Tasman adventure, Lieuts. H. A. Lotenfeld and W. C. Williams, started out to make a record trip from Australia to England. No wireless messages were heard from them after a few days, and they were given up for dead. Daring Australian airmen, however, combed the jungle districts of north-western Australia for 14 days, and finally found the men, half-starved, in a desolate area.

Undertired, they started again on June 27 and landed at Croydon, England, on July 11, having done the 10,500 miles in 12 days, 21 1-2 hours, actual flying time. Their route was by way of the Dutch East Indies, Singapore, India, Constantinople, Rome. Since then, Kingsford-Smith has flown across the Atlantic on the westward route.

## TO CANADA VIA GREENLAND. ENGLAND SEEKING A NEW AIR ROUTE.

Greenland, one of the world's largest islands, with an area over one-quarter that of the United States and with a population consisting of 9,000 polar bears, 10,000 reindeer, 14,081 Eskimos and 274 Danes, may be the midway station for a British airway company carrying passengers between England and Winnipeg, Canada, if—

And that "if" is one of the biggest in the world. Last month, G. H. Watkins, with an expedition backed in part by the British and Canadian governments, the Royal Geographical Society and some private individuals, set sail from England to solve that "if." The chances are against his finding a satisfactory solution, but, in the meantime, he probably will have done much to clear up the unknown matters relating to one of the last of the earth's spaces to remain an unwritten book.

### Air Route to North America.

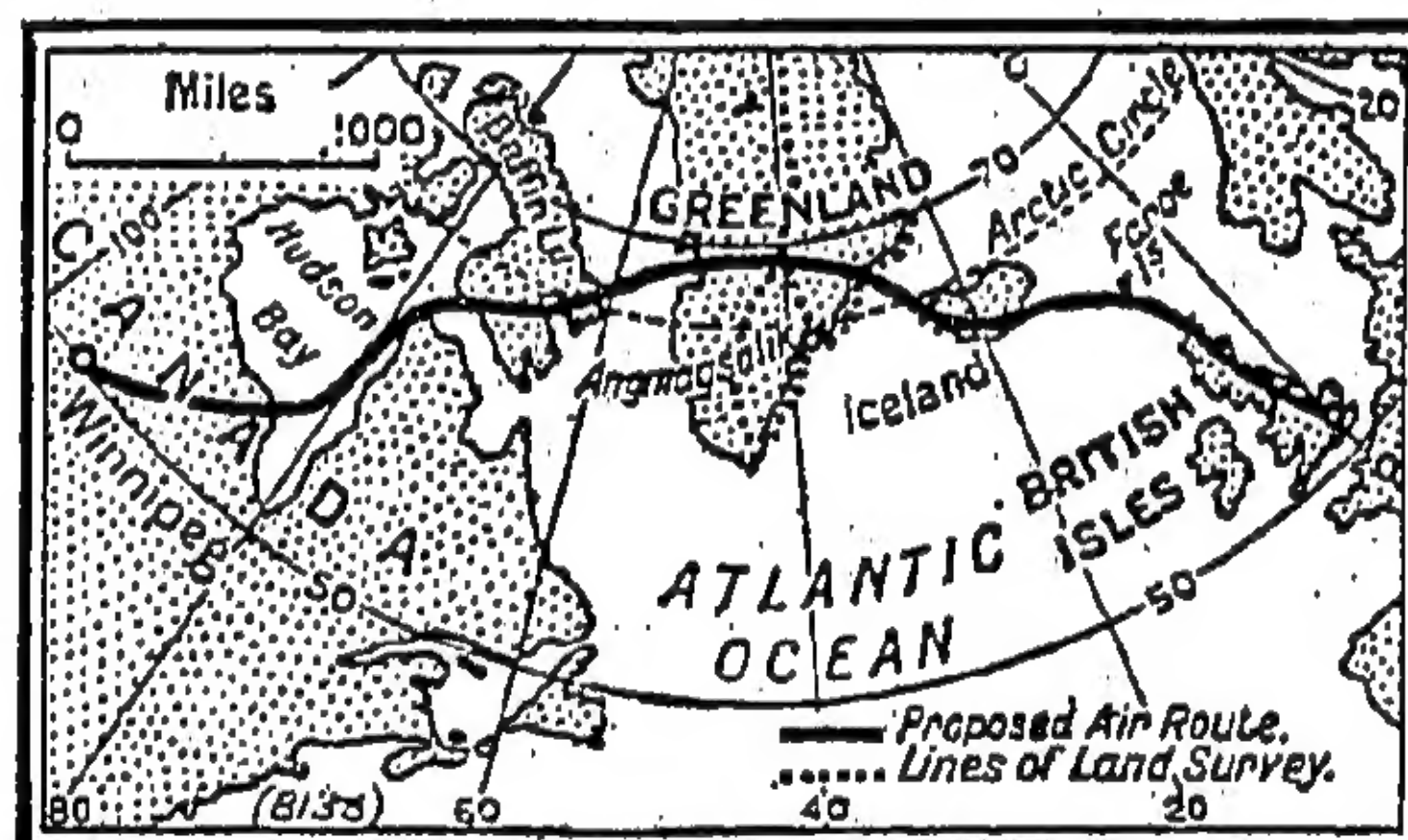
As visualized by Watkins' backers, there is a chance for an air route in comparatively short hops—England to the Faroe Islands, from there to Iceland, from there to a point midway in Greenland, thence to Baffin. Land and next swooping over part of Hudson Bay to Winnipeg. The one big advantage would be that nowhere would there be a sea passage of over 300 miles.

But the drawbacks are manifold. The seas between Iceland and Greenland and between Greenland and Baffin Land are among the loneliest in the world and if a commercial seaplane had to come down there would be slight hope of rescue. In the next place, almost all the year round the weather is terrible for flying on account of the frequent fogs and the high winds.

Again, the formation of Greenland, with its coasts indented with huge fjords, most of which look alike, and with its inner plateau just one vast expanse of ice and snow, would give a navigator few landmarks by which to guide himself.

There is supposed to be a smooth central plateau in Greenland where the snow is practicable for landing purposes and where high winds are almost unknown, but as the height of this plateau is 8,000 feet, ordinary flying machines would be very near their "ceiling" all the time.

But, if all other conditions were favourable and all difficulties overcome, it might still take some six days to fly from England to Winnipeg. As steamships are swift and sure and now are taking a bare five days to make the ocean transit, it is unlikely that the fog,



This map shows the route of the proposed England to Canada airway. An expedition has left England to map and explore the little known territory.

snow and ice route would appeal to enough people to make the thing a commercial success. A company undertaking such a project would not only have to have exceptionally stout flying machines, would not only have to have buildings on the Faroe Islands and Iceland, but, what is more expensive, would have to establish them on the ice plateau of Greenland where everything would have to be hauled either by dog or reindeer teams or else by flying machines, sending the cost up enormously.

### Sail in Quest.

Notwithstanding all this, Watkins has gone with a fully equipped expedition in Shackleton's old ship, the Quest, which has been chartered from its present Norwegian owners. The British Air Ministry has given him the services of a Royal Air Force officer, the war office a wireless officer and the Admiralty a naval surgeon.

Watkins also has with him surveyors, geologists, meteorologists and ornithologists. So that in addition to surveying Greenland as a practicable midway point for an air route, all kinds of explorations will be undertaken with a view to getting a fuller knowledge of Greenland than has been obtained up-to-date.

The vast inner plateau, which they will explore, is equal in area to France, Germany and Spain combined. The meteorologists expect to stay on the ice cap for a whole year, longer than this has ever been done before at such an altitude in the Arctic. While this is being done, it is hoped the Canadian government will survey the proposed air route from Winnipeg over Hudson Bay and Baffin Land. The main exploration by the Watkins expedition will be made by means of dog sledges. But they also will have aeroplanes and motor boats. Watkins is a young man

only recently graduated from Oxford University, but he already has led expeditions to Edge Island and to parts of Labrador and has shown himself a very resourceful leader.

### Rival German Expedition.

The mere fact that this expedition is being undertaken has led to reports that Canada wants to buy Greenland from Denmark and this has considerably excited the Norwegians, who have maintained great hunting and fishing interests in the island and who never officially recognized Denmark's sovereignty over more than a small area along the coast, where the Danes have had settlements for many years and where they have established a regular government.

Watkins will have several rival expeditions to cope with. One German, one Swedish and three Norwegian exploring parties have already been formed to go into Greenland.

The biggest of these is to be under the leadership of Professor Hans Wegener. He is taking with him fourteen German scientists, making it the biggest German expedition of the past quarter of a century. It is really already on the way, its ship, the Disco, having recently landed at Iceland to take on board a large number of Icelandic horses for use in the glaciers, instead of Eskimo dogs during the summer months. The horses will be killed next winter to serve as meat for men and dogs.

When Professor Wegener reaches Greenland he will divide his expedition into three groups, one of which stay in the interior, 600 miles from the coast facing Europe and at an altitude of 8,000 feet. The three parties will be equipped with short wave wireless stations for inter-communication.

## IRISH CINEMA STAR.

Maureen O'Sullivan Now Big Favourite.

Hollywood, July 16. "As far as Maureen O'Sullivan is concerned, she can go back to Ireland any time she wants as there is no place in the motion picture industry for her."

That statement, incorporated in a review of John McCormack's film, "Song of My Heart," is largely responsible for the present success of the young Irish actress.

When Maureen first picked up the movie magazine that was so "kind" to her, she broke into tears. Then her Irish temper came to the fore and she decided that she positively would not leave pictures until she had proved that reviewer wrong.

"I was awfully new in the picture business and thought that if any critic panned me I was through," Maureen declared. "At first I wanted to go back to Ireland and forget all about pictures."



Then I started to get mad and decided I never would go back until after I had made good."

The Irish lass can go back home now any time she wants—but not to stay, because she has made good. She has made a niche for herself that nobody else can fill. And executives of the Fox studio, where she is under contract, don't seem inclined to let her very far out of their sight.

Miss O'Sullivan has appeared in only two pictures to date. In her first, the McCormack film, she took the part of an Irish girl. Naturally she played that to perfection. But she really had an easier time in her second picture, "So This Is London," in which she was an English girl—the reason being that she received most of her education in a London convent and therefore speaks perfect English. In her third production, "Just Imagine," which has just started, she portrays a typical American girl.

"I am having a little more trouble with my lines in this picture than I did in either of my others," Maureen says. "Off hand one might think there is little difference between English and American, but I have to watch myself very carefully to keep my English accent from slipping into my speech."

She's Going to Sing. "One thing that thrills me about this picture, however, is that I will have a chance to sing. I studied voice production in London and Paris and this is the first opportunity I have had to really use that training."

We were surprised to learn that Janet Gaynor is Maureen's favourite star because in some respects the young actress is an exact prototype of Janet. She has the same winsomeness that has made Janet outstanding, is just as charming and unassuming—and is several stops ahead of the star in both vivaciousness and personality.

## NOTED CINEMA STAR.



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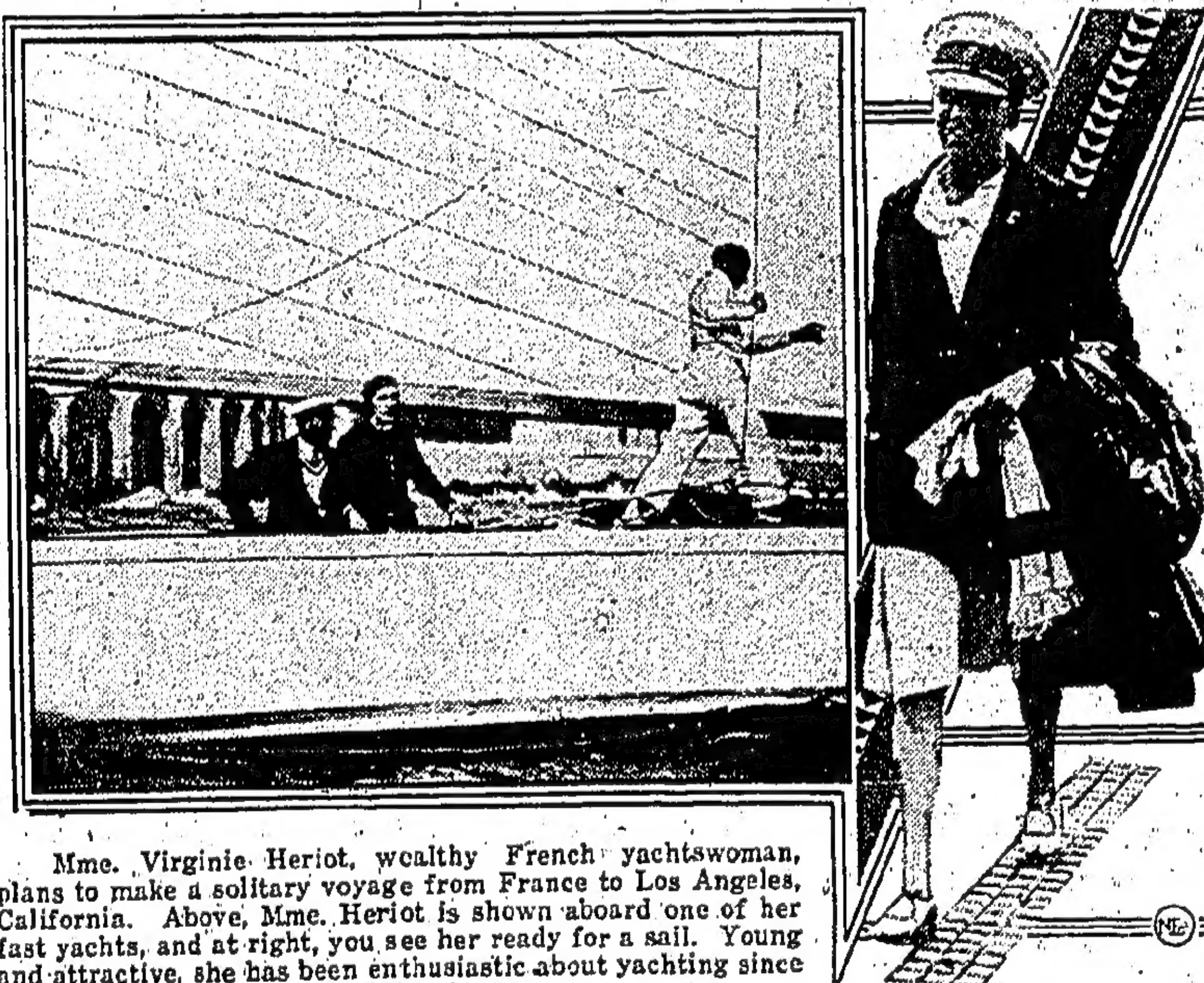
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## FROM FRANCE TO LOS ANGELES. YOUNG YACHTSWOMAN TO ATTEMPT CROSSING.



Mme. Virginie Heriot, wealthy French yachtswoman, plans to make a solitary voyage from France to Los Angeles, California. Above, Mme. Heriot is shown aboard one of her fast yachts, and at right, you see her ready for a sail. Young and attractive, she has been enthusiastic about yachting since childhood.

Paris, July 10.

From Le Havre to Los Angeles in a six-metre yacht is the hazardous voyage being planned by Mme. Virginie Heriot, well known

French yachtswoman, in order that she can be there to take part in the Olympic Games regattas.

She plans to brave the Atlantic alone, pass through the Panama Canal and proceed up the Pacific coast in her tiny sailing boat.

"I have no fear for the sea; in fact, I love it, and I think I am as good a sailor as Alain Gerbault," she said, referring to the lone French navigator who sailed around the world in a small boat.

Mme. Heriot, a slim, rather frail woman, is an accomplished sailor. In private life, the wife of a wealthy merchant, she has been enthusiastic about yachting since childhood and she now owns a fleet of ten small boats, four six-metre and six eight-metre yachts. She competed in the last two Olympic regattas, and scored victories. Yachting is a passion with her and she is nearly always seen in European regattas.

Mme. Heriot had her first racing yacht built for her in 1912 and afterwards bought from the ex-kaiser of Germany his famous motor IV, which she rechristened l'Ailee, and aboard which she cruised more than 5,000 miles, spending eight out of the twelve months at sea. Later she went in for racing and during the past ten years has had a new boat con-

structed each year. She sails only boats of French construction.

"I am much more at home on the water than on land," she explained, "and I am happy only when I am in my boat. Last year I participated in over 100 regattas and won victories in Italy, Sweden, Norway, Finland, Estonia, Denmark, Holland, Belgium, England, Spain and Portugal. I always piloted my own boats."

"Only those who handle sailing boats really know anything about the sea. To be a good naval officer, a man must know sailing. Many believe that they can pass through a channel on the merits of the steamer, but that is an error. There are elements that one senses only through training with sailing boats. That is why most European training ships are three-masters, giving cadets a chance to learn something of winds and of the sea."

Among her principal trophies, Mme. Heriot has the Coupe d'Italie, the Coupe de la Mediterranee, the Coupe d'Or of the King of Spain, the Coupe de la Reine, the Cumberland Cup and the Coupe de France. She plans to set out on her Atlantic voyage early next year so that she will be able to take part in American regattas before the Olympic Games.



# Pretty Play Frocks For Parties



I. a bertha collar and full skirt finished in petal scallops add a quaint charm to this embroidered organdy which uses a blue thread against white.

When you come home from work all hot and tired, there is nothing quite so refreshing as a change to gay summer clothes like those shown here

by  
Julia



II. this coat and frock of soft printed silk discover new formality in a blocked carnation pattern.

III. for the summer dance this flowered chiffon gown chooses a wrap of gold-shot silk material.



IV. sheer black net achieves a smart sophistication with this evening gown which is applied in white organdy.

V. marine blue and white jersey swimming suit with detachable skirt, cape, bag and beret are of yellow terry cloth.

all costumes on this page by Bergdorf Goodman, N. Y.

**M**IDSUMMER should find your wardrobe filled with frocks in a party mood.

You hear such a lot about the psychology of clothes. Why not apply a little of it to yourself? You know that if you come home tired and wonder just why the weather is so hot and your life so drear, the mere sight of a gay little printed chiffon hanging in your closet is apt to give your spirit just a little lift! Therefore, the more party-like your wardrobe, the more lifting your spirit. It is a simple thing, just like that!

**MOREOVER**, summer time is naturally visiting time. You are apt to have a school friend, a boy friend, or some friend's friend or cousin call you up for lunch, tea, or a quiet dinner in a cool spot. You should have some kind of a sweet outfit to wear so that you can go right from work looking as if you had just dressed for the social occasion.

Since the majority of girls work today, the trick is not to bemoan the fact that you do, but to use your head to keep yourself looking as smart as if you didn't.

In assembling this wardrobe that has a party-mood, I have outlined the types of social events you are most likely to have included in your summer's program.

**I.** THIS is a summer of garden parties. If you have only a two-by-four garden, even, it is a year to hang out pretty lanterns and have a gala party under the stars.

Or you may choose to have a late afternoon party, under the last rays of the dying sun. For either, do indulge in a lovely organdie frock, if you can. Nothing is more purified or cooler. Nothing is more youthful or devastatingly lovely.

An embroidered organdie which is a treasure, is embroidered in all-over design to give a rich effect that is perfect. It is white, with a blue thread running lightly over it in a lacy effect. The bertha collar and the tiny "dust-ruffle" edge of the full, long skirt, are finished in a fascinating treatment of petal scallops. The white organdie sash that ties in a bow on one side has a wide edging of blue. With this delectable frock, embroidered crepe de chine slippers are in the same blue and white tones, bound with blue kid.

**II.** EQUALLY important is the frock for the party luncheon or the afternoon tea at some garden spot, in an exclusive tea room, or club. Since you cannot go home and dress, by all means have one very smart little silk suit that is conservative enough to be perfect for work and chic enough to be perfect for play.

I suggest a frock coat, with light touches and a flower and hat, gloves, shoes and bag to complete it. Quite ideal for this luncheon frock, shall we call it, is a frock and coat of printed silk in soft green, gold and pink on a black background, using a carnation pattern for the print. This spaced floral design has a formality about it that a fine all-over design utterly lacks.

The frock has a tight hipline, with circular skirt below and a bloused bodice above. The round collar and the flaring cuffs at the bottom of long, tight sleeves, are novel, having several layers of black and gold crepe de chine half-way round, with bound edges the other half-way. The neck ruffles circle around the front, ending just above a large artificial flower worn squarely in the middle of the front.

The coat has three-quarters sleeves that flare, with the frock's sleeves protruding. The hat is roughish lace straw in natural tone, trimmed with a bow of black. Gloves and shoes can be parchment colored or black, or even pink or green.

**III.** OF course, we must include a sweet dance frock. If possible, make it a frock and coat to match or contrast. Everybody is wearing little matching coats or capes and you will enjoy yourself thrice as much if you are perfectly outfitted.

For the summer dance, chiffon is the coolest looking and coolest feeling thing you can have. A little printed chiffon, coral, blue and green on a white background, has a short cape, that fastens around the waist, in a heavier silk in the same printed design.

The frock has a scalloped hem and is trimmed with flowers cut from the dress and finished. The little cape has a cushion collar in the back.

**IV.** IF you are sophisticated or if you are very young and yet apt to be invited to a formal dinner, or musicale, or reception this summer, there is an entirely new type of gown to be had that will lend you the distinction you crave.

It is sheer black net, with white organdie appliqued on it in an all-over design of conventional floral motif. The black net alone fashions the top of the bodice, and the last two inches of the long, even length gown. The peplum is also edged in black net. This gown is cut on classic lines of almost austere beauty and yet you will find that its very richness is heightened by this restraint.

**V.** YOU must have a swell bathing outfit, for no summer is a good summer without beach parties or swimming pool parties.

If you are the kind of girl who has a real rendezvous with Neptune, instead of just sitting on the sidelines watching others swim, I suggest a utilitarian swimming suit, but do warn you to get a good-looking one.

A new-style swimming suit is made of white and marine blue jersey. There is a one-piece annette over which slips the little skirt of blue and white striped jersey.

To complete this have a nifty-looking beach coat, bag and robe in a gay yellow terry cloth, with big splashing fish appliqued on in the blue of your suit. Rubber bathing slippers and a rubber beret can be white or yellow or blue, as you wish.



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# Hongkong Telegraph

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### FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

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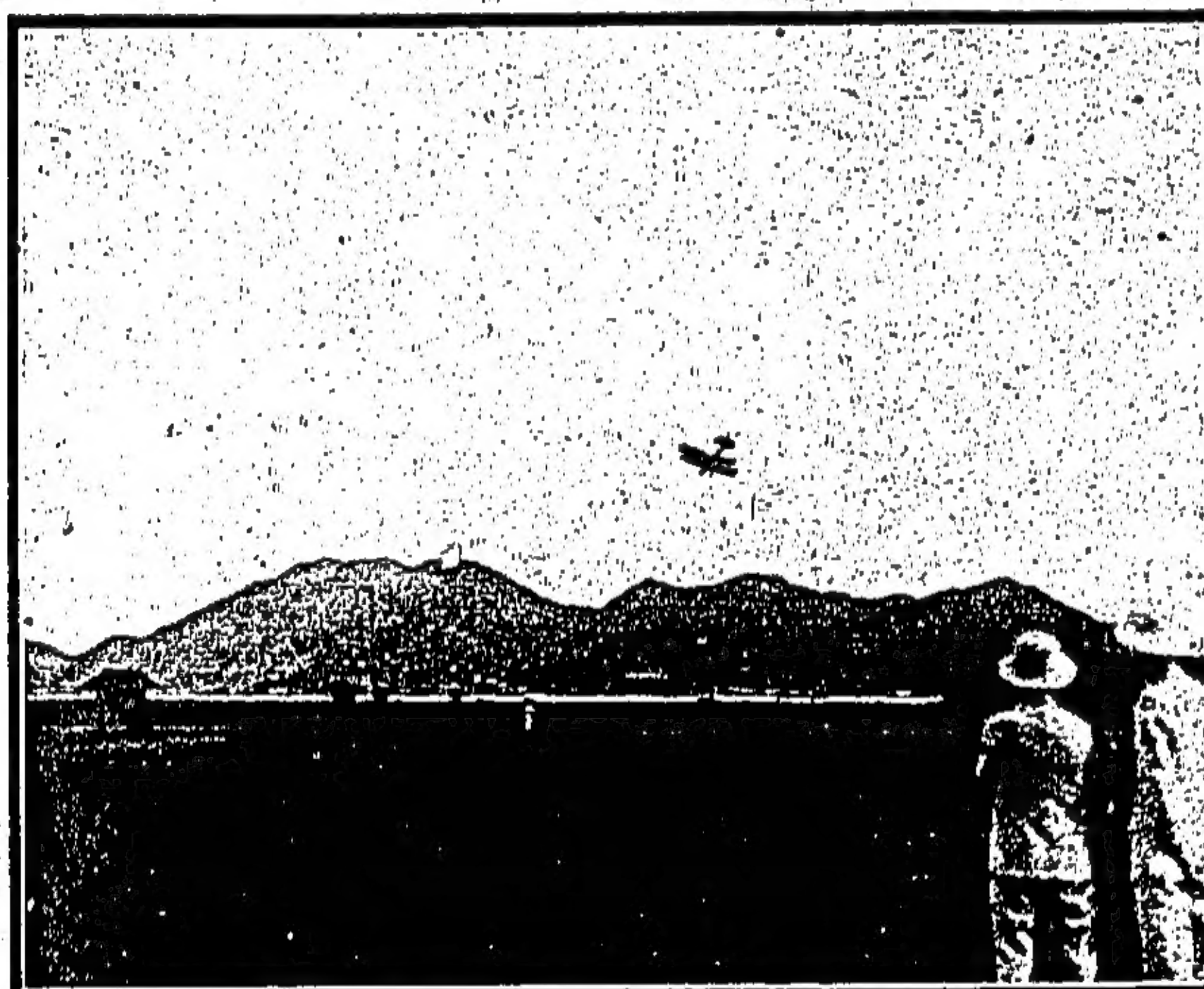
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Above is seen the cast in "Black Magic," the farce written by Messrs. S. Haroon and M. U. Razack, which provided plenty of amusement at the Indian Recreation Club's open-air concert last Saturday.



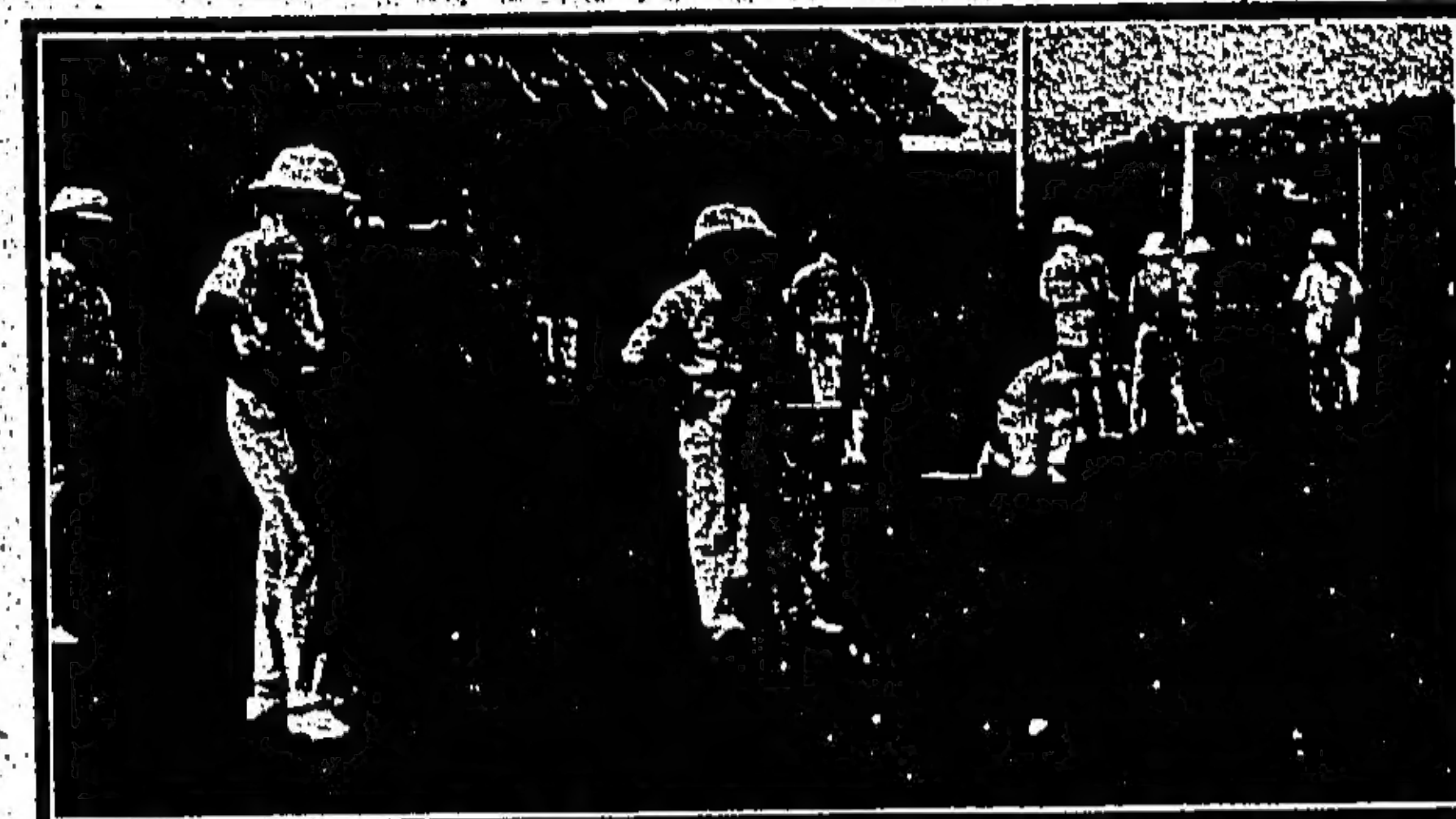
These instrumentalists are the "I. R. Kay Pickers," whose selections at the Indian Recreation Club's concert last Saturday were greatly enjoyed by all present.



Flying Officer H. A. Howes, the Flying Club's instructor, is here seen carrying out "bombing" practice just before his machine had to make a forced landing at Kai Tak last week. (Photo: Lee Fong Studio).



Miss Winifred Brown as pilot and winner of the King's Cup, with Mr. V. R. Adams (navigator) holding the Siddeley Trophy. Behind them is their Avro Avian Cirrus M.K. 3 plane.



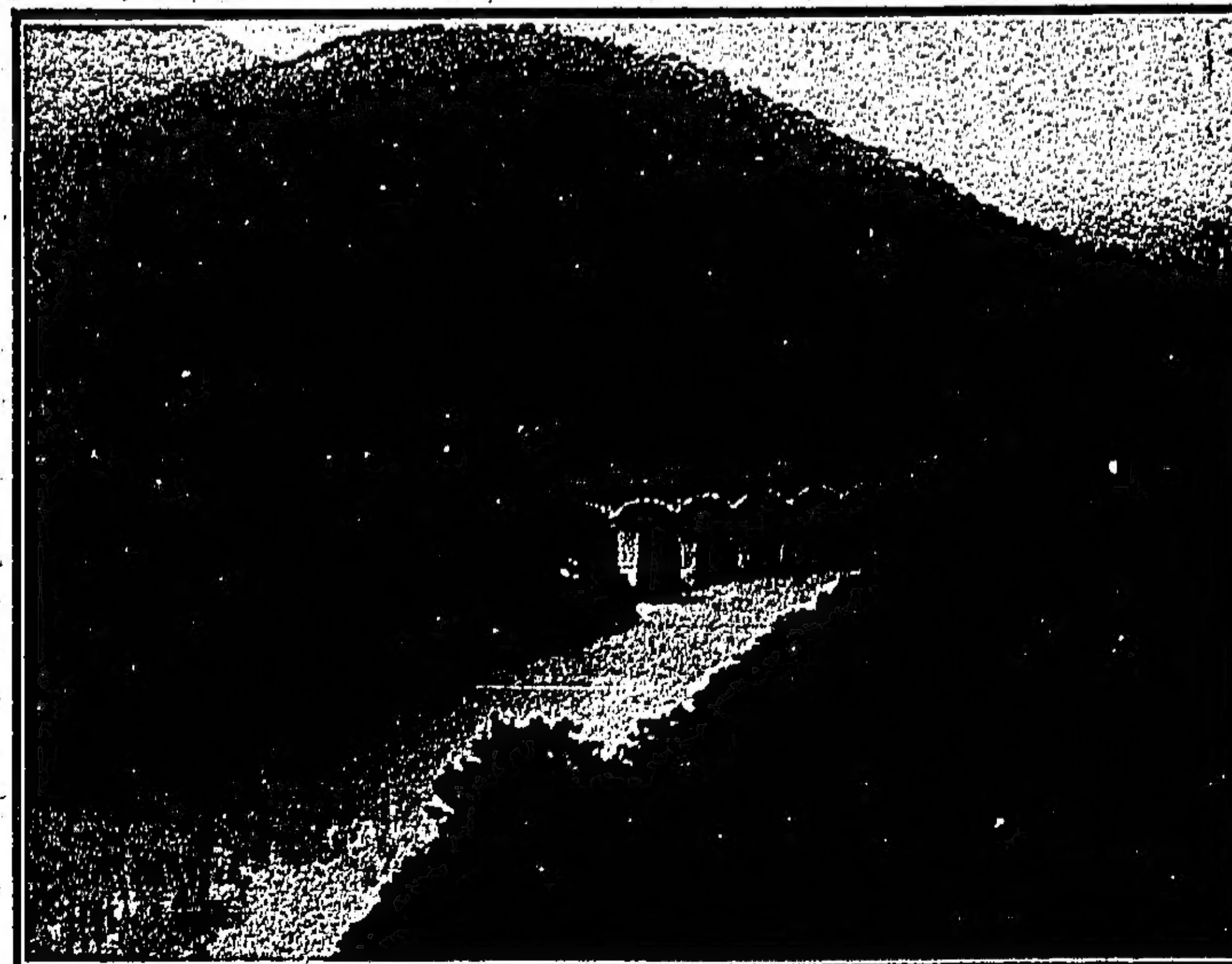
These snapshots were taken during the 1st Division Lawn Bowls League match between the Kowloon Cricket Club and the Club de Recreo last Saturday. The result was a tie of 66 shots each. (Photo: Lee Fong Studio).



The Lawn Bowls League match between Kowloon Bowling Green Club and the Police in progress on the former's greens. The home team won by fourteen shots. (Photo: Lee Fong Studio).



This striking photograph shows the crater of a volcano at Sibayak, in Sumatra. It was taken by a reader of the "Hongkong Telegraph."



This picturesque view in the reservoir area was taken looking down from the dam at Tytam. It gives a good indication of the gratifying state of the water supply. (Photo: Mee Cheung).



Aerial view of part of Tsingtao, taken by Colonel Wang, of the Chinese Air Force. On the right can be seen the Jockey Club stables and the Dairy Farm. Tsingtao is becoming increasingly popular as a summer resort.